

Agenda Including Addeds

Planning and Environment Committee

15th Meeting of the Planning and Environment Committee

September 18, 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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5.1 *(ADDED) 10th Report of the Community Advisory Committee on Planning*

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6.1 *(ADDED) Personal Matter/Identifiable Individual*

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2024 Mayor's New Year's Honour List.

7. Adjournment

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: Demolition Request for the Heritage Listed Property at 1588
Clarke Road, Ward 3
Public Participation Meeting

Date: Monday, September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the demolition request for the heritage listed property at 1588 Clarke Road:

- a) The Chief Building Official **BE ADVISED** that Municipal Council consents to the demolition of the built resources on the property;
- b) The property at 1588 Clarke Road **BE REMOVED** from the Register of Cultural Heritage Resources; and,
- c) The property owner **BE ENCOURAGED** to commemorate the historic contributions of the Tackabury family in the future development of this property.

Executive Summary

The subject property at 1588 Clarke Road is listed on the *Register of Cultural Heritage Resources*. A demolition request has been received for the subject property, which triggers a formal review process pursuant to the requirements of the *Ontario Heritage Act* and the Council Policy Manual. A Heritage Impact Assessment was submitted with this request and determined that the property does not meet the criteria of *Ontario Regulation 9/06* and does not merit designation pursuant to the *Ontario Heritage Act*. Staff have undertaken additional research and comparative analysis and agree with the recommendation of the HIA. Staff encourage this opportunity to commemorate and celebrate the history of the property.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

March 18, 2019 – Report to Planning and Environment Committee – Demolition Request for Heritage listed Property at 1588 Clarke Road.

<https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=59891>

1.2 Property Location

The property at 1588 Clarke Road is located on the east side of Clarke Road, just south of Kilally Road, at the intersection of Clarke and Kilally Roads (Appendix A). The property is part of the former London Township that was annexed by the City of London in 1993. The property is near the north-east limits of the City of London, just west of the

Fanshawe Dam and Fanshawe Conservation Area. The recent Veterans Memorial Parkway extension is to the south of the property.

1.3 Cultural Heritage Status

The property at 1588 Clarke Road is a heritage listed property. The property was first listed in 1993 as being of potential cultural heritage value or interest and appeared in the City's *Inventory of Heritage Resources* (1998) which added properties to the *Inventory* as part of the City's annexation of this area in 1993. The *Inventory of Heritage Resources* was adopted as the *Register* pursuant to Section 27, *Ontario Heritage Act*, in 2007.

There are several properties adjacent to 1588 Clarke Road that are listed on the *Register of Cultural Heritage Resources* as having potential cultural heritage value or interest:

- 1424 Clarke Road (c1860), Ontario Farmhouse
- 1511 Clarke Road (1865), Ontario Farmhouse
- 2304 Kilally Road (1910), Georgian Revival, known as Edgewood

1.4 Description

The 1588 Clarke Street is an agricultural property approximately 38 acres (15 hectares) in size and is historically known as the north half of Lot 4, Concession III, in the former London Township. Portions of the original 100-acre parcel were previously sold (Appendix A).

The current entrance to the property is from Clarke Road. The entrance driveway is bordered by a partial allée that crosses a small culvert leading up from a wooded ravine to a small hill and clearing. The property comprises several buildings clustered around a looped drive and includes a farmhouse, drive shed, and two ancillary modern metal sheds. The farmhouse is currently vacant. The drive shed is a timber frame outbuilding that was likely used to house agricultural equipment. It is clad in the same plank paneling that was used on the exterior of a granary barn that was located to the west of drive shed; the barn was demolished in 2019. The remainder of the property is agricultural fields that are fallow.

1.4.1 Farmhouse

The house at 1588 Clarke Road consists of a 1 ½ storey Ontario Farmhouse, side gable roof design constructed with buff brick and stone foundation. Typical of many similar farmhouses, the gabled roof ridge runs parallel with the façade. A chimney is positioned at the west gabled end of the farmhouse. A small dormer is located on the southern face to vent a bathroom that is located within the eave at the top of the staircase on the upper floor (Appendix B).

The construction of the original, main portion of the house is estimated to be circa 1865, with multiple references citing an approximate date of 1862 to 1863. Research conducted as part of the *Stage 1 Archaeological & Built Heritage Assessment, Kilally East Area Plan* (pp47-48) further elaborates that: "the only house on this property in the 1861 census is a log structure, however, the stylistic qualities and the quality of the brick suggest that the house was built soon after, in the 1860s" (Archaeologix, pp47-48). The footprint of the original portion of the farmhouse is approximately 8.5m x 11.5m (27.9ft x 37.7ft) with the principal elevation facing Kilally Road to the north.

Several one-storey additions – constructed in brick in a similar coloured "buff" brick – have been made at the rear to the south and at the east side of the house. The kitchen addition to the south dates from circa 1875, with the other smaller additions to the south and east being constructed more recently (Archaeologix, pp47-48). The additions to the east and south obscure the exterior elevations of the original farmhouse at the first-floor level.

The principal, north elevation is symmetrical and features three bays with a centre doorway opening with a small gable positioned above which contains a modern window. The centre doorway is flanked by two rectangular windows openings. The first and second-floor levels are visible on the gabled end on the west elevation with four window openings being symmetrically arranged. The additions to the east and south obscure the exterior elevations of the original farmhouse at the first-floor level. The first-floor

level of the south elevation consists of several additions with an entrance door and windows openings of various sizes and types. The east façade of the farmhouse contains a second storey with two window openings. The east addition contains a picture window and 1/1 window. Flat arch brick lintels are located above all the window and door openings on the original portion of the house. Windows have been replaced with vinyl windows, along with the centre door on the north elevation, including the sidelight and transom window.

The basement is partially excavated, and the walls are constructed of the fieldstone foundation for the house. The floor of the basement consists of a mix of gravel/dirt floor and some brick that appear to have been laid to form a partial masonry floor.

The interior layout of the house has changed to accommodate multiple additions and the relocation of the primary entrance to a rear 'mud room'. The original center hall room layout is still discernable on both the first and second floors. The second storey would have historically been used for bedrooms, and the configuration suggests at one time the house included five bedrooms in the upper storey. Interior materials and finishes have been altered. Original flooring, baseboards and historic trim have been removed. The fireplace is one of the few historic interior features that remains in the house. The centre staircase remains in place, as well as parts of what appears to be the original stair rail.

1.5 History

The Euro-Canadian history of this property begins with land records for Lot 4, Concession III, former London Township, which indicate that the whole 200 acres was granted to the Honorable John Hale in 1817 (Archaeologix, p17). In 1853, Edward Hale was listed as the owner of the property at N½ Lot 4 Con III, followed by John Tackabury. The Index to London Township Map (1878) illustrates the division of the property among J. Tackabury's male children after his death in 1877 (Jason, Robert and Samuel) noting that Nathan already held 50 acres at N½ Lot 3 Con III. Samuel Tackabury assumed ownership of the farmstead at 1588 Clarke Road which, based on the 1863 Samuel Peters map, was likely already established by his father J. Tackabury. The house at 1424 Clarke Road was built by Nathaniel Tackabury and he resided there for some time and the house at 1926 Huron Street was built by John Tackabury and he resided there as well (Appendix C).

The 1588 Clarke Road property is associated with the Tackabury family who are among the earliest settlers in this community commonly referred to as 'The Grove' (a hamlet south of the subject property). The Tackabury family originated from Ireland. They emigrated from upstate New York to London Township in 1819 and are associated with the Irish Methodist pioneer settlement in this area. Throughout the 19th century, the Tackabury family were active members in The Grove community. In 1862, they donated land on their property (Lot 4, Concession III – at the southwest corner) for the construction of a church and school. The church was erected in 1883 and stood until 1980 as The Grove United Church. The S.S. #27 Grove School was opened in 1865 with a new building being constructed on the same site; it operated until 1960. Into the 20th century, many descendants of John Tackabury remained in London Township on Lot 4, Concession III, including the property at 1588 Clarke Road (London Township History Book Committee 2001b: 487-488). At The Grove-Webster Cemetery (located at 1425 Huron St), 17 descendants of John Tackabury are buried (Find a Grave).

Oral tradition passed down through the Tackabury family notes associations of 1588 Clarke Road with the Underground Railroad, but no documented evidence has been uncovered.

For further details on the history of the property and Tackabury family, please see Appendix D.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

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

2.1.1 Provincial Policy Statement

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

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

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

2.1.2 Ontario Heritage Act

Section 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all property that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add property that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed property is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the Community Advisory Committee on Planning (CACP) is consulted, and a public participation meeting is held at the Planning & Environment Committee. A Cultural Heritage Evaluation Report (CHER) or Heritage Impact Assessment (HIA) is required for a demolition request for a building or structure on a heritage listed property.

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

2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

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

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

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

2.1.3 The London Plan

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

2.1.4 Register of Cultural Heritage Resources

Municipal Council may include property on the Register of Cultural Heritage Resources that it "believes to be of cultural heritage value or interest." The property is not designated but is considered to have potential cultural heritage value or interest.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed property. If a property is evaluated and found to not meet the criteria for designation, it should be removed from the Register of Cultural Heritage Resources.

The property at 1588 Clarke Road is included on the Register of Cultural Heritage Resources as a heritage listed property.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Previous Reports

Previous reports have evaluated the property at 1588 Clarke Road including its history, built resources and potential for cultural heritage value. There have been varying conclusions reached regarding the property's potential for cultural heritage value or interest (CHVI). The following is a list of previous evaluations; extracts of the evaluations can be found in Appendix C:

- *Built Heritage Assessment, Killaly South (East) Area Plan* (Archaeologix, 2001)
 - The report included a history of the property and description of the built resources on the property. The assessment supported the inclusion of the property on the *Inventory of Heritage Resources* and that is Priority Ranking -#2 was appropriated assigned.
- *Kilally South Area Plan* (City of London, 2003)
 - The report supports previous assessments regarding the inclusion of the property on the *Inventory of Heritage Resources*.
- *Heritage Impact Assessment, 1588 Clarke Road* (AECOM, 2018)
 - The report was submitted as a requirement of a complete application for a Draft Plan of Subdivision, Official Plan and Zoning By-Law Amendments (39T-20502; OZ-9244). The assessment included a comprehensive review of the history and description of the built resources on the property and a cultural heritage evaluation of the property using 9/06 evaluation criteria. The evaluation concluded that the property does not meet the criteria for designation and does not retain cultural heritage value. As a result, designation of the property under the *Ontario Heritage Act* was not recommended by this Heritage Impact Assessment.
- *Cultural Heritage Assessment Report Clarke Road Improvements* (Stantec, 2019)
 - The report was prepared for the Clarke Road Improvements proposed between the Veterans Memorial Parkway Extension and Fanshawe Park Road East as part of an Environmental Assessment. The Cultural Heritage Assessment Report was completed to identify cultural heritage resources, including built heritage and cultural heritage landscapes present within the

study area and to recommend mitigative measures to potential impacts of road improvements. The property at 1588 Clarke Road was evaluated according to O.Reg. 9/06 and found the property to have CHVI (meeting four of nine criteria).

- *Cultural Heritage Assessment Report, Kilally South East Basin-EA* (ARA, 2019)
 - The report evaluated resources with potential, or identified cultural heritage value in the study area, for the Kilally South, East Basin stormwater service strategy. The assessment referenced previous conclusions of Stantec's Clarke Road Improvements-EA (2019) O.Reg. 9/06 evaluation for the property at 1588 Clarke Road. The report and reiterated findings that the property has CHVI (meeting four of nine criteria).
- Demolition Request for Heritage Listed Property at 1588 Clarke Road (City of London, 2019)
 - This was a staff report to the Planning and Environment Committee at its meeting on March 18, 2019, in response to a request by the property owner to demolish the granary barn on the property. The evaluation of the barn and associated farmstead property and structures on the property at 1588 Clarke Road found that the property did not meet the criteria for designation under Part IV of the *Ontario Heritage Act*. Municipal Council consented to the demolition of the barn on the heritage listed property at 1588 Clarke Road and requested that the property owner commemorate the historic contributions of the Tackabury family in the future development of this property (3.3/6/PEC-a, b).
- Memo to Monteith Brown Planning Consultants from AECOM Canada Ltd. (2021)
 - This memo reconfirms conclusions of the Heritage Impact Assessment (AECOM, 2018) and previous conclusions of the staff report (City of London, 2019) that the structures on the property at 1588 Clarke Road did not meet the criteria for designation pursuant to the *Ontario Heritage Act*. The memo further states that the property owner is encouraged to move forward with commemorative measures that acknowledge the historical contributions of the Tackabury family. Suggested commemoration measures mentioned include: 1) Dedicating a location in the open space, parkland for an interpretive sign; 2) Naming a street or a public walking trail after the family; and/or, 3) Naming the storm water management pond area after the family.

4.2 Demolition Request

Written notice of intent to demolish the built resources at 1588 Clarke Road, along with a previously submitted Heritage Impact Assessment (AECOM, 2018), was received as a complete application by the City on August 22, 2023.

Municipal Council must respond to a notice of intention to demolish a building or structure on a heritage-listed property within 60 days, or the request is deemed permitted. During this 60-day period, the Community Advisory Committee on Planning (CACP) is consulted, and pursuant to Council Policy, a public participation meeting is held at the Planning and Environment Committee (PEC).

The 60-day period for the demolition request for the property at 1588 Clarke Road expires on October 21, 2023.

Staff undertook a recent site visit of the property on August 29, 2023, and had also previously inspected the property and buildings on February 14, 2019, and March 14, 2022. The interior of the farmhouse including the basement and the drive shed were viewed – accompanied by a representative of the property owner – on March 14, 2022.

4.2.1 Consultation

Per Council Policy for the demolition of buildings or structures on heritage listed properties, notification of the demolition request was sent to property owners within 120m of the subject property, as well as community groups and interested parties including the Architectural Conservancy Ontario – London Region Branch, the London &

Middlesex Historical Society, and the Urban League of London. Notice was also published in *The Londoner*.

In accordance with Section 27(4) and Section 27(9), *Ontario Heritage Act*, consultation with the Community Advisory Committee on Planning (CACP, the City's municipal heritage committee) is required. The CACP was consulted on this request at its meeting held on September 13, 2023.

4.3 Cultural Heritage Evaluation of 1588 Clarke Road

An HIA (AECOM, 2018) was submitted as a part of the demolition request for the heritage listed subject property at 1588 Clarke Road. The HIA was previously submitted as a requirement of a complete application for a Draft Plan of Subdivision, Official Plan and Zoning By-Law Amendments (39T-20502; OZ-9244). The assessment included the history and description of the built resources on the property and a cultural heritage evaluation of the property using *Ontario Regulation 9/06* evaluation criteria. The evaluation concluded that the property does not meet the criteria for designation and does not retain cultural heritage value. As a result, designation of the property under the *Ontario Heritage Act* was not recommended by the HIA.

Since 2019, staff have continued to undertake research to contribute to the evaluation of the property at 1588 Clarke Road. Staff's further evaluation of cultural heritage value or interest (CHVI) include the following analysis:

- Criteria 1 – The farmhouse on the property at 1588 Clarke Road is a typical representation of the Ontario farmhouse typology and not rare or unique within the City of London. The integrity of the farmhouse has been compromised due to multiple additions that impact the original portion of the farmhouse, and the alteration of the window opening in the gable above the entrance. The farmhouse is typical of its period with no outstanding or unusual details or ornamentation. There are other farmhouses within The Grove which are better conserved and are more representative of this style (e.g., the farmhouse at 1511 Clarke Road).
- Criteria 2 – There is no evidence of a high degree of craftsmanship or artistic merit in the subject property at 1588 Clarke Road.
- Criteria 3 – There is no evidence of a high degree of technical or scientific merit exhibited in the design of the farmhouse.
- Criteria 4 – The property is associated with the Tackabury family who are among the earliest settlers in this area. The family is identified with Irish Methodist pioneer settlement in the area and the establishment of The Grove.
- Criteria 5 – The farmhouse and property are not believed to yield, or have the potential to yield, additional information that contributes to an understanding of a community or culture.
- Criteria 6 – The farmhouse is built in a vernacular tradition and not attributed to a particular builder or architect who is significant to the community. Commemoration of the historic contributions of the family in the future development of this property is encouraged.
- Criteria 7 and 8 – The property is reflective of original survey road patterns and, though not actively farmed, it is linked to the rural, agricultural setting through its past function. The rural connection of this farmstead property, however, is no more unique or significant than any other agricultural property. As well, the surrounding area is transitioning from an agricultural area to an area that will likely be more residential in character. The widening of Clarke Road and extension of the Veteran's Memorial Parkway is likely to isolate the property at 1588 Clarke Rd and compromise the historic lot and development pattern of its surrounding agricultural area. Regrettably, if retained, the farmstead property risks becoming 'a contextual', isolated and devoid of the meaning once derived from its rural setting. This will irrevocably diminish the potential for this property to be recognized as a tangible link to the agricultural past of this area. Further, the property once comprised all the primary elements of a 19th-century farmstead but now is severely diminished with the demolition of the granary barn.
- Criteria 9 – The property at 1588 Clarke Road is not locally recognized as a landmark.

4.3.1 Comparison

To better understand the potential cultural heritage value or interest of this property, staff completed additional comparative analysis of similar properties on the *Register of Cultural Heritage Resources*. While there are many farmhouses, or former farmhouses, identified on the *Register of Cultural Heritage Resources*, approximately 30 properties of comparable type/style and date of construction were identified. This demonstrates that the property at 1588 Clarke Road is not rare or unique. There are other Ontario Farmhouses located within The Grove noted in the *Archaeological & Built Heritage Assessment* (Archaeologix, 2001) and *Cultural Heritage Assessment Report* (Stantec, 2019); including the properties at 1395 Sandford Street, 1424 Clarke Road, and 1511 Clarke Road. Specifically, the Ontario farmhouse 1511 Clarke Road was described as comparable in proportions and details yet exhibiting a higher degree of integrity than the farmhouse at 1588 Clarke Road.

4.4 Summary

A property is required to meet two or more of the criteria to merit protection under Section 29, *Ontario Heritage Act*. Upon further analysis of the property's evaluation, staff have identified that one criterion has been met (Criteria #4).

Table 1: Summary of Evaluation of the property at 1588 Clarke Road

| Criteria | Evaluation |
|---|------------|
| 1. The property has design value or physical value because it is a rare, unique, representative, or early example of a style, type, expression, material or construction method. | No |
| 2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit. | No |
| 3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement. | No |
| 4. The property has historical value or associative value because it has direct association with a theme, event, belief, person, activity, organization, or institution that is significant to a community. | Yes |
| 5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture. | No |
| 6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No |
| 7. The property has contextual value because it is important in defining, maintaining, or supporting the character of an area. | No |
| 8. The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings. | No |
| 9. The property has contextual value because it is a landmark. | No |

Staff agree with the conclusions of the Heritage Impact Assessment (AECOM, 2018) that the property does not meet the criteria for designation. As a result, designation of the property under the *Ontario Heritage Act* is not recommended. Because the property is associated with the Tackabury family who were early settlers in the area and significant to the establishment of 'The Grove' community, the property owner is encouraged to commemorate the historic contributions of the family in the future development of this property.

Conclusion

A request to demolish the heritage listed property at 1588 Clarke Road was received by the City. A Heritage Impact Assessment (HIA, AECOM 2018) was submitted with this request and determined that the property does not meet the criteria of *Ontario Regulation 9/06* and does not merit designation pursuant to the *Ontario Heritage Act*. Staff have undertaken additional research and comparative analysis in the evaluation of the property at 1588 Clarke Road. Staff agree with the conclusion of the HIA and further add that commemoration could celebrate the history of the property.

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

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

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

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

Appendices

Appendix A Property Location
Appendix B Images
Appendix C Historic Maps
Appendix D 1588 Clarke Road – Extracts of Previous Cultural Heritage Evaluations

Selected Sources

2019, March 18 – Report to Planning and Environment Committee: Public Participation Meeting - Demolition Request for Heritage Listed Property - 1588 Clarke Road. Agenda Item 3.3, pp232-252. Link: <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=59891>.

2019, March 26. Municipal Council Resolution. (3.3/6/PEC-a, b). London, ON: Corporation of the City of London.

2021, July 14 – Memo to Hannah Shirliff, Planner, Monteith Brown Planning Consultants Senior Planner, from Tara Jenkins, Cultural Heritage Specialist. AECOM Canada Ltd. re: 1588 Clarke Road. LACH Agenda Item 4.1. Link: <https://pub-london.escribemeetings.com/filestream.ashx?DocumentId=82438>.

2021, August 25 (rev. Feb 26) – Memo to Larry Mottram, Senior Planner, from Laura E. Dent, Heritage Planner. re: 2331 Kilally Road & 1588 Clarke Road (39T-20502/OZ-9244) Review of Heritage Impact Assessment and Related Document – Heritage Commenting.

AECOM Canada Ltd. (2018, September 21). Heritage Impact Assessment, 1588 Clarke Road, London Ontario.

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Archaeological Research Associates Ltd. (2019, October 23). Cultural Heritage Assessment Report, Municipal Class EA for Kilally South, East Basin Stormwater Strategy, City of London.

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Appendix A – Property Location

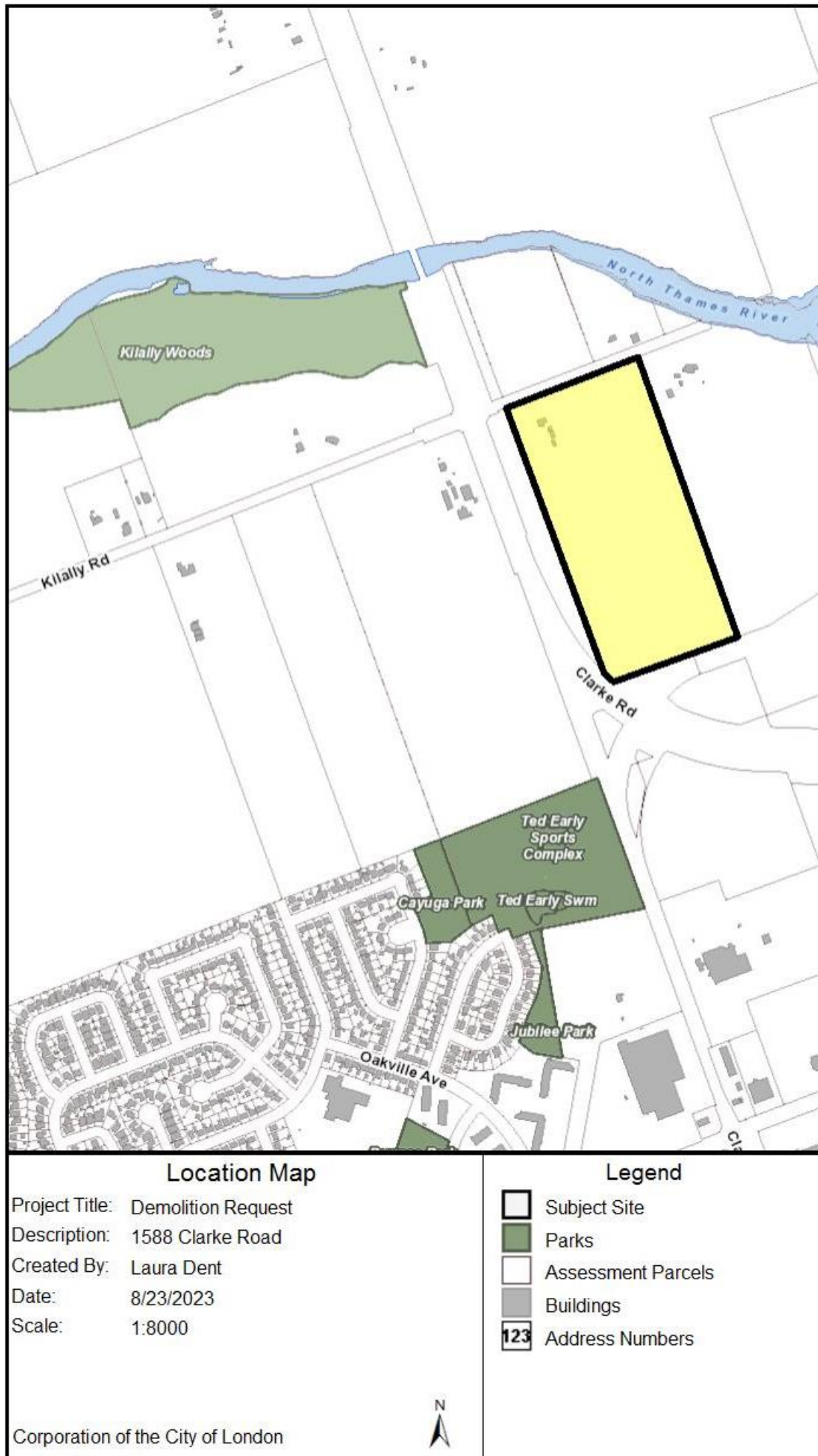
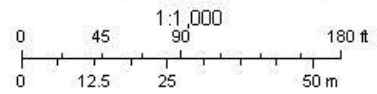


Figure 1: Property Location Map showing the location of the subject property at 1588 Clarke Road.

Corporate City Map



8/26/2023, 11:38:39 AM



The Corporation of the City of London
Corporation of the City of London | Produced For: Environmental & Engineering Services - Transportation Planning & Design | Produced by: Environmental & Engineering Services - Geomatics |

Figure 2: Property Map showing an aerial view of the built resources on the subject property at 1588 Clarke Road.

Appendix B – Images



Image 1: Photograph facing east of entrance driveway bordered by a partial allée (L.Dent, August 29, 2023).



Image 2: Photograph of farmhouse set on a small hill and clearing – southwest elevation (L.Dent, August 29, 2023).



Image 3: Photograph showing timber drive shed and two ancillary modern metal sheds (L.Dent, August 29, 2023).



Image 4: Photograph of south elevation of farmhouse showing multiple additions (L.Dent, August 29, 2023).



Image 5: Photograph showing west elevation of farmhouse (L.Dent, August 29, 2023).



Image 6: Photograph showing north elevation of farmhouse (L.Dent, August 29, 2023).



Image 6: Photograph showing entrance door with sidelight and transom prior to being boarded up – north elevation (L.Dent, March 14, 2022).



Image 7: Photograph showing north elevation of farmhouse noting flat arch brick lintels located above the window and door opening as well as vinyl window in gable (L.Dent, August 29, 2023).



Image 8: Photograph showing stone foundation – west elevation (L.Dent, March 14, 2022).



Image 9: Photograph showing addition at northeast corner of farmhouse (L.Dent, August 29, 2023).



Image 10: Photograph of the southeast corner of farmhouse; upper level of original farmhouse can be seen behind additions (L.Dent, August 29, 2023).



Image 11: Photograph showing interior centre hall and stairway (L.Dent, March 14, 2022).



Image 12: Photograph of upper level interior, central hall and stair with partial rail (L.Dent, March 14, 2022).



Image 13: Photograph of fireplace with insert and wooden mantel (L.Dent, March 14, 2022).

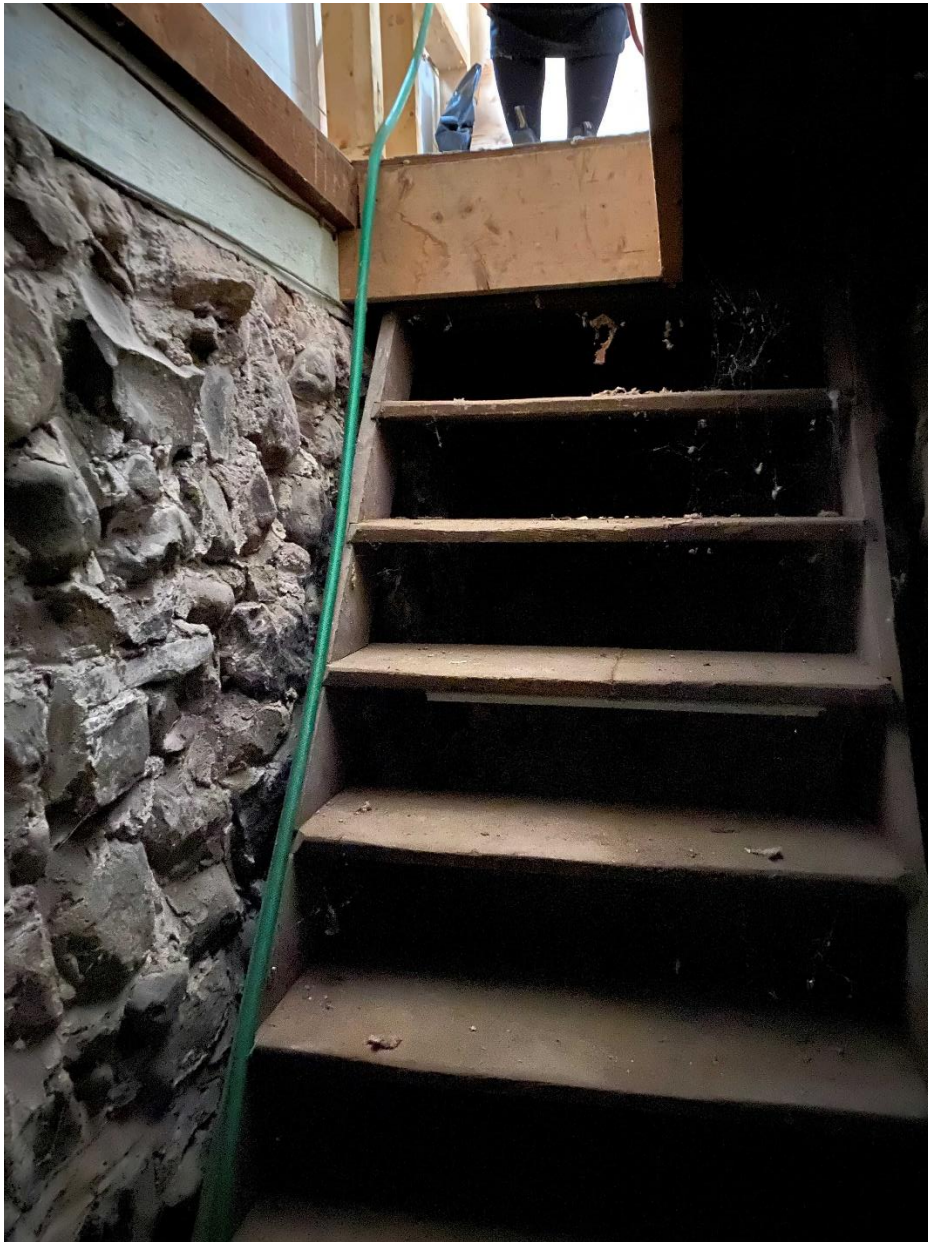


Image 14: Photograph of basement access showing stone foundation wall (L.Dent, March 14, 2022).



Image 15: Photograph of basement and stone foundation wall (L.Dent, March 14, 2022)

Appendix D – 1588 Clarke Road - Extracts of Previous Cultural Heritage Evaluations

Extract 1

Built Heritage Assessment, Killaly South (East) Area Plan (Archaeologix, 2001) pp47-49.

Extract 2

Kilally South Area Plan (City of London, June 2003) pp16-17.

Extract 3

Heritage Impact Assessment, 1588 Clarke Road (AECOM, September 21, 2018) pp45-47.

Extract 4

Cultural Heritage Assessment Report Clarke Road Improvements (Stantec, January 8, 2019) Appendix A, 7of10; 8of10.

Extract 5

Cultural Heritage Assessment Report, Kilally South East Basin-EA (ARA, October 23, 2019) pp50-51.

Extract 6

Demolition Request for Heritage Listed Property at 1588 Clarke Road (City of London, March 18, 2019) no pagination.

Extract 7

Memo to Monteith Brown Planning Consultants from AECOM Canada Ltd. (2021) pp1-2.

Site Intact/ Altered: Largely intact. New barns have been added, including one in the past year, and a high chain-link fence serves to retain the cattle and to protect them against visitors who might carry disease.

Condition of Building: Very good. Some routine maintenance is needed.

Cultural Landscape Value: Significant

E. Outbuildings and/or Significant Landscape Features: The oldest barn on the property burned in 1918 (Johnson), and was rebuilt on its late Victorian foundations of rock-faced granite fieldstone.

Priority Rating: Currently unlisted in the *City of London Inventory of Heritage Resources*; merits listing with a priority rating of 2.

1588 Clarke Road (Figure 9)

Registr. Plan: Concession 3

Lot Number: Part Lot 4

Assessment Roll Number: 09044032600

Building Assessment

A. Architecture

Building type: House

Style: Ontario Farmhouse

Construction: Brick with wood trim. As in the house at 1511 Clarke Road described above, bricks with the surface unevenness of those produced through a soft mud manufacturing process are joined with beaded mortar. Occasional red colouration in the typically buff-coloured local brick also reflects quite a primitive method of selecting and mixing clays, and points to a relatively early construction date (see "History" below).

Architect: None. The house is built in a vernacular tradition.

Significant Design Characteristics: The house adopts the same typical farmhouse format found at 1395 Sandford Street and 1511 Clarke Road, the latter extremely similar in proportions and detail. Each of these houses has a gabled roof with the ridge running parallel with the facade; each is one and one-half storeys in height, features three bays within the facade, with a centre door surmounted by a small gable initially containing a small ornamental window. Regrettably, the ornamental window at 1588 Clarke Road had been replaced by a full-size rectangular window, but the fine front door with transom and sidelights makes a handsome focal point in the facade. In other design characteristics, the house is remarkably similar to that at 1511 Clarke Road: the gable is the same shape, the voussoirs, each consisting of a stretcher and a header, form a rectangular arch at the front of the building, while voussoirs of vertically positioned stretchers form a segmental arch over a kitchen wing added to the house at a somewhat later date. There are also several later additions here.

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Interior: Unable to view. According to the owners, largely original.

B. History

Date of Construction: Main block, *circa* 1865; kitchen addition, *circa* 1875; additions to the south and east in the twentieth century. The only house on this property in the 1861 census is a log structure, but the stylistic qualities described above and the quality of the brick suggest that the house was built soon after, in the 1860s.

Association with a Person/Group: The property on which the house at 1588 Clarke Road stands has been occupied by the Tackabury family for a century and a half. Like the Webster and Dickinson families that settled along what is now Kilally Road, the Tackaburys who settled in London Township early in the nineteenth century were deeply religious Protestant Irish who had emigrated from County Wicklow, Ireland, to Madison County, N.Y., and then to London Township in Upper Canada. John Tackabury (or Tackabery), his wife Elizabeth (née Belton) and their infant daughter Sarah arrived in London Township in 1829, settling first on lot 1, concession 3, and later on lot 4, the site of the present homestead, on land that had been patented to John Hale in 1817. Although the deed recording Tackabury's purchase of lot 4, concession 3, was not completed and registered until 1853, family records indicate that John Tackabury moved to lot 4 in 1848; apparently some delay in the official transfer of the property occurred because Hale was then living in Boston (Land record abstracts; Brock, "Wicklow-Wexford," n. 28; Tackabury papers). The 1861 census shows John Tackabury resident on the property with his wife and eight of their 12 children, ranging in age from 8 to 31. (One child died in infancy; some daughters had already married and left the family home [Tackabury Family Tree].) The family is shown residing in a log house, though, as I have noted above, the brick house was probably built soon after, during the 1860s. John Tackabury was also one of the local farmers who agreed to allow explorations on his land by the Thames River Oil Company (Land records, instr. 8449). In 1862, John and Elizabeth Tackabury "sold" the southwest corner of their lot to the Grove Methodist Church for one shilling, to allow for the erection of a new and larger church building. When an even more commodious church was required in 1882, Samuel Tackabury, one of the sons of John and Elizabeth, was on the Trustee Board of the church overseeing the project (Lewis, 91).

Thematic Context: London Township Pioneers, The Tackabury Family, Wicklow-Wexford Settlers, Farming in London Township, The Methodist Church in London Township, The Grove, Ontario Farmhouses, Oil Explorations in London Township.

C. Environment

Context on Site: Very good. The neighbourhood still gives the appearance of being largely agricultural, and the house faces a wooded ravine on a little used section of Kilally Road. Tentative plans for widening Clarke Road may pose a threat

Landmark Status: Recognized as historically significant within the immediate neighbourhood.

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D. Integrity

State of Preservation: Fair. While additions have been made to the back and to the east side of the building, these do not significantly detract from the historical character of the house. More unfortunate alterations are the recent window replacements, particular the substitution of a full-size window opening in the gable.

Site Intact/ Altered: Largely intact. An above-ground swimming pool recently installed in the front yard partially obliterates the view of the facade.

Condition of Building: Good.

Cultural Landscape Value: High.

E. Outbuildings and/or Significant Landscape Features: Among the barns from various periods that surround the farmyard is a granary dating, in part, from the middle of the nineteenth century. Corner posts and girts are roughly hewn; joints are fashioned with a mortise and tenon; most of the wall planks are over a foot wide.

Priority Rating: 2

2304 Kilally Road (Figure 10)

Registr. Plan: Concession 4

Lot Number: Part Lot 4

Assessment Roll Number: 09044028000

Building Assessment

A. Architecture

Building type: Summer cottage

Style: Georgian Revival and Stick Style influence

Construction: Wood, with a poured concrete foundation. This building is important partly because it is a rare example of a purpose-built summer residence along the Thames in nearly intact condition and partly because it exhibits its owners' innovative ideas about aspects of cottage construction. Like most summer cottages built in the late nineteenth and early twentieth centuries, its outer shell is a single layer thick. While most cottages consist of a structural frame exposed on the inside and a layer of cladding that covers the exterior wall, the walls of this cottage, composed of pine boards with tongue-and-groove joints, horizontally laid, present a highly finished appearance when viewed from the inside. In contrast to the usual practice, the structural frame is placed outside, using a technique adopted from the American Stick Style. Though the cottage is not intended for cold-weather use, the possible inconveniences of cool riverside evenings are overcome by the very effective, radiant, poured concrete fireplace that extends several feet into the main-floor living room. The plan exploits the hillside site of the cottage to create a turn-

Archaeologix Inc.

| | | |
|--|-------------------------|--|
| Community Centres | 1 per 25,000 population | None because location requirements will likely provide this facility at Stronach Park. |
| Basketball Courts – indoor and outdoor | 1 per 1500 population | 7 required and can be put in the proposed central Neighbourhood Park – School campus |

The recently completed Recreational Master Plan, prepared by Monteith Planning Consultants Ltd. for the City of London, may adjust these standards and principles.

3.2.4 Open Space and Trail System

The Thames River Valley open space system has been described above. The existing Thames Valley Trail is already established, and is part of a long term City Park land acquisition program to have a major continuous multi-use trail and walkway system throughout the entire City (and region). It is expected that existing and future 'City Parks' improvement plans will conserve and enhance the natural ecology of the system. The dedication of River Valley lands and recognition of the ESA (with enlargement of the Open Space designation) is indicative of this plan's intent to preserve natural heritage. The Kilally South Area Plan Update also provides selective public access points (symbolized by arrows on the Recommended Area Plan) along the Valley for the future residents. The access connections into the Valley lands from Kilally Road may be by way of public roads and walkways and are to be planned as part of comprehensive subdivision design.

Additional connections and linkages of the overall park system can use the Chippewa collector street to join Ted Early Park to the proposed park-school campus in the centre of the Kilally South area. Sandford and Kilally Road can provide on-street connections to the Thames Valley lands.

3.2.5 Library Facilities

The existing Beacock Branch Library, located west of the intersection of Huron Street and Highbury Ave. N., approximately 3 km away will serve future residents of Kilally South. The Northridge Branch Library located within the Northridge community at Glenora Drive and Killarney Road, some 2.5 km away to the west, could also assist in providing for the library needs of Kilally South residents. Alternatives also exist to create joint facilities with elementary schools in the two designated school sites within the Kilally South planning area. No specific library branch sites are being proposed for the area as the need has not been identified by the London Public Library Board.

3.2.6 Police and Fire Protection

The nearest Fire Hall is Fire Station #7, located on Highbury Ave. N. mid-way between Huron Street and Cheapside Street, about 3 km to the south. No future fire stations are intended for the Kilally South planning area, although any of the land uses designations could permit it, according to the Official Plan.

The London Police patrol and coverage will operate out of their headquarters in downtown London at Adelaide Street and Dundas Street. This is the same for all other area plans to date, and therefore no site or lands have been set aside for such purpose. The same planning policy applies as for Fire Stations in that all of the land uses designations permit police station facilities should they wish to be accommodated in the future.

3.3 Archaeological Resources and Built Heritage

A Stage 1 "archaeological overview/background study" was conducted as part of this Plan between February and August 2001. Previous archaeological assessments and research surveys have demonstrated that the northeastern corner of the City of London was moderately utilized by Aboriginal peoples. The Stage 1 assessment indicated there are no registered archaeological resources located within the limits of the study area, although there are seven known sites within one kilometer. The Stage 1 process referred to the archaeological potential mapping of the City of London which identifies areas of moderate to high archaeological potential within the study area. As a result, additional archaeological assessment will be required and letters of clearance issued as a condition of future development approval.

Built heritage resources were also addressed under the "archaeological overview/background study". There are seven properties of substantial heritage significance within the limits of the study area. The recommendations of this assessment are:

- 1) 1745 Kilally Road – Currently listed in the City's Inventory of Heritage Resources under its former address, 1515 Kilally Road, with a Priority 2 rating; it should be upgraded to a Priority 1.
- 2) 1782 Kilally Road – Listed under its former address, 1516 Kilally Road, with a correctly designated Priority 1 rating.
- 3) 1395 Sandford Street – Listed, with a correctly designated Priority 2 rating.
- 4) "The Spinney," 1880 Kilally Road – Unlisted; should be listed with a Priority 1 rating.
- 5) 1511 Clarke Road – Unlisted; should be listed with a Priority 2 rating.
- 6) 1588 Clarke Road – Listed, with a correctly designated Priority 2 rating.
- 7) 2304 Kilally Road – Unlisted; should be listed with Priority 1 rating.

The Archaeological and Built Heritage Assessment provides a detailed account of the architectural significance and history of each of these properties. In keeping with City policy regarding the Inventory of Heritage Resources, substantial efforts should be made to preserve buildings with a Priority rating of 1, and owners of buildings with a Priority rating of 2 should be strongly urged to retain the buildings. The Ministry of Tourism, Culture and Recreation – Heritage Operations Branch indicated in their response to the study that "All these built heritage features are recommended for protection from development impact, as is the retention and recovery of heritage street names. The consultant also reports that much of the area is determined by the City of London Master Plan to have archaeological potential. This Ministry concurs with the consultants recommendations."

3.4 Geotechnical and Hydrogeological

The geotechnical and hydrogeological study components included:

- 1) Desktop study to collect and summarize existing geotechnical and hydrogeological data.
- 2) Additional field work to supplement the existing geotechnical and hydrogeological data.
- 3) Final Report to provide recommendations on:
 - aggregate resources
 - slope stability concerns
 - hydrogeological evaluation of effects of development and input for Stormwater Management (SWM) strategies.

The updated data collection and borehole testing indicates there is limited aggregate resources available. Revised calculations of aggregate resources reveal that there is potential for aggregate resources present within a portion of the north half of the Lapcevich, Radoicic, and Johnson properties. A generous estimate of 12 hectares with an approximately 4 metre thick layer of extractable aggregate resources would mean a total of approximately 1 million tonnes of aggregate of variable quality. Part of the estimated quantity of remaining aggregate resources could be below the groundwater table or within the 1 metre depth buffer above the groundwater table. The geotechnical consultant's study concludes that there are significantly less aggregate resources present than reported in the 1990 Kilally Road Area Study report.

The Ministry of Natural Resources has reviewed the revised quantities of aggregate resources and advised the City of London that they agree with consultant's conclusion there is not a sufficient quantity of mineral aggregate in the Kilally South area to warrant continued protection and future extraction.

A preliminary slope stability evaluation was carried out on the study area to define the slope stability constraints for proposed residential development. Slope stability constraint lines are used to provide guidance on establishing lot lines adjacent to the top-of-bank of slopes. Reference should be made to the analysis and stable slope constraint mapping in Section 2.4.2 of the Geotechnical and Hydrogeological Report, Kilally Area Study Update prepared by LAW

5. Evaluation

5.1 Ontario Regulation 9/06

Ontario Regulation 9/06 provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29, Part IV of the Ontario Heritage Act. The criteria for determining cultural heritage value under Ontario Regulation 9/06 have been adopted by City of London and are outlined below:

- 1) The property has **design or physical value** because it:
 - Is a rare, unique, representative or early example of a style, type, expression, material or construction method;
 - Displays a high degree of craftsmanship or artistic merit; or
 - Demonstrates a high degree of technical or scientific achievement.

- 2) The property has **historic or associative value** because it:
 - Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;
 - Yields, or has the potential to yield information that contributes to an understanding of a community or culture; or
 - Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

- 3) The property has **contextual value** because it:
 - Is important in defining, maintaining, or supporting the character of an area;
 - Is physically, functionally, visually, or historically linked to its surroundings; or
 - Is a landmark.

The application of the criteria for the evaluation of 1588 Clarke Road is provided below in Table 1.

Table 1: Ontario Regulation 9/06 Evaluation for 1588 Clarke Road

| Criteria | Meets Criteria (Yes/No) | Rationale |
|--|-------------------------|---|
| 1) The property has <i>design or physical value</i> because it: | | |
| i) Is a rare, unique, representative or early example of a style, type, expression, material or construction method. | No | The farmhouse on the property consists of a modest, vernacular dwelling built as an Ontario Farmhouse, a common farmhouse style found in London and other municipalities in Ontario. Comparatively, other farmhouses within the area are much more representative of vernacular Ontario Farmhouses including 1511 Clarke Road. Elsewhere in the City, 3544 Dingman Drive, and As a result, the property is not a rare, unique, representative, or early example of a style, type, expression, material, or construction method. |

| | | |
|--|----|--|
| ii) Displays a high degree of craftsmanship or artistic merit. | No | The farmhouse, structures and property at 1588 Clarke Road are vernacular examples and do not display a high degree or craftsmanship or artistic merit. |
| iii) Demonstrates a high degree of technical or scientific achievement. | No | The farmhouse, structures and property at 1588 Clarke Road are vernacular agricultural structures and do not demonstrate a high degree of technical or scientific achievement. |
| 2) The property has <i>historic value or associate value</i> because it: | | |
| i) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community. | No | Although the property has associations with the Tackabury family who were one of the early families that settled in this area of London Township, the family's association with the community was located further south on their lot. The Tackaburys played a role in establishing a small community known as "The Grove" in what is now east London. The family occupied the subject property from the 1850s into the 21 st century, and donated portions of their parcels for the church and school usages in the community. Today, little remains of The Grove, aside from The Grove Cemetery located further south on Huron Street. Comparatively, the significant Tackabury associations with The Grove were located further south at what is now the intersection of Huron Street and Clarke Road. In addition, the residential structure at 1424 Clarke Road within the Fanshawe Conservation Area is noted as a Priority 1 property dated as being older than the farmhouse at 1588 Clarke Road, and is perhaps more historically associated with the Tackabury family than the subject property. |
| ii) Yields, or has the potential to yield information that contributes to an understanding of a community or culture. | No | The property does not yield or have the potential to yield information that contributes to an understanding of a community or culture. |
| iii) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No | No particular architects, artists, builders, designers or theorists could be associated with the property. As a result, the property does not demonstrate or reflect the work or ideas of such an individual. |
| 3) The property has <i>contextual value</i> because it: | | |
| i) Is important in defining, maintaining or supporting the character of an area. | No | Although the property includes a farmhouse, barn, and various outbuildings, its historic character and the surrounding environment has been gradually changing since the mid-20 th century. The construction of the Fanshawe Dam and Conservation Area drastically altered the agricultural landscape, and the changing industrial and residential uses nearby have resulted in a relatively isolated farmscape along this portion of Clarke Road. The property is not important |

Extract 3b: Heritage Impact Assessment, 1588 Clarke Road (AECOM, September 21, 2018) p46.

| | | |
|---|----|--|
| | | in defining, maintaining, or supporting the character of an area. |
| ii) Is physically, functionally, visually or historically linked to its surroundings. | No | Although the farmhouse was historically linked to the barns and farm fields on the property, the farmhouse is no longer linked to the working field south of the house, and the barn is no longer in use. In addition, the former link between the farmhouse, the barn, and the farm fields are typical of rural landscapes and do not demonstrate a significant or unique link to their surroundings. |
| iii) Is a landmark. | No | The property at 1588 Clarke Road is not a landmark. |

The property at 1588 Clarke Road has been evaluated using the mandated criteria of *Ontario Heritage Act* Regulation 9/06. The property did not meet the criteria for designation, and as a result designation of the property under the *Ontario Heritage Act* is not recommended. The evaluation concluded that the property does not have cultural heritage value.

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Municipal Address: 1588 Clarke Road
Former Township or County: London Township
Municipality: City of London
Lot and Concession: Lot 4, Concession 3
Resource Type: Farmstead
Associated Dates: 1862 to 1863
Relationship to Project: Within study area



Description:
 The property, although partially obscured by mature trees and vegetation, was determined to contain a residence and farm complex. The residence is a one and a half storey structure with a steep pitched side gable roof and gable peak containing a window. Similar to 1511 Clarke Road, the residence of an Ontario Farmhouse design and constructed with buff brick. Adjacent to the residence are three buildings, one of which is a timber frame barn with stone foundation (Photo Source: Krista Gowan, 2018).

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

| | Yes | No |
|---|-----|----|
| 1. The property has design value or physical value because it, | | |
| i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method, | ✓ | |
| ii. Displays a high degree of craftsmanship or artistic merit, or | | ✓ |
| iii. Demonstrates a high degree of technical or scientific achievement. | | ✓ |
| 2. The property has historical value or associative value because it, | | |
| i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community, | ✓ | |
| ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or | | ✓ |
| iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | | ✓ |
| 3. The property has contextual value because it, | | |
| i. Is important in defining, maintaining or supporting the character of an area, | ✓ | |
| ii. Is physically, functionally, visually or historically linked to its surroundings, or | ✓ | |
| iii. Is a landmark. | | ✓ |

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: The property contains a farmstead with a 19th century dwelling, barn, and outbuilding. The house is representative of a 19th century Ontario Farmhouse. The style was common in rural areas in the mid to late 19th century. The barn is a representative example of a gable roof barn typical to the 19th century. Gable roof barns with stone foundations were constructed throughout rural areas of Southern Ontario in the 19th century.

Historical or Associative Value: Property is associated with the Tackabury family. John and Elizabeth Tackabury arrived in London Township from Wicklow, Ireland in 1829. The Tackabury family were among the earliest settlers in the Study Area and prominent citizens of 'The Grove', a hamlet located to the south of the Study Area.



| | |
|--|-----------|
| Client/Project | July 2018 |
| City of London | 16001055 |
| Clarke Road Widening EA | |
| Appendix | Page |
| A | 7 of 10 |
| Title | |
| CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM | |

Extract 4a: Cultural Heritage Assessment Report Clarke Road Improvements (Stantec, January 8, 2019) Appendix A, Tof10.

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Contextual Value: This farmstead maintains and supports the 19th century character of a small remaining stretch of Clarke Road between the Fanshawe Conservation Area and Kilally Road. The property is historically linked to its surroundings, including original survey roads (Kilally Road and Clarke Road). The farmstead originally fronted on Kilally Road, but by the at least the 1940s driveway access to the property has been from Clarke Road.

Identified Heritage Attributes: Residence: One and a half storey, side gable roof, buff brick exterior. Barn: side gable roof, timber construction, stone foundation.

Identification of CHVI: Yes

Heritage Resource/Landscape Number: CHL-3

Completed by (name): Frank Smith

Date Completed: August 18, 2017 (Photo added December 2018)



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| Client/Project | July 2018 |
| City of London | 165001055 |
| Clarke Road Widening EA | |
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| A | 8 of 10 |
| Title | |
| CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM | |

Extract 4b: Cultural Heritage Assessment Report Clarke Road Improvements (Stantec, January 8, 2019) Appendix A, 8 of 10.

**CULTURAL HERITAGE LANDSCAPE NO. 4 (STANTEC 2019)
Previously Identified in *Cultural Heritage Assessment Report Clarke Road Improvements (Stantec 2019)***

Municipal Address: 1588 Clarke Road
Former Township or County: London Township
Municipality: City of London
Lot and Concession: Lot 4, Concession 3
Resource Type: Farmstead
Associated Dates: 1862 to 1863
Relationship to Project: Within study area



Description:

The property, although partially obscured by mature trees and vegetation, was determined to contain a residence and farm complex. The residence is a one and a half storey structure with a steep pitched side gable roof and gable peak containing a window. Similar to 1511 Clarke Road, the residence of an Ontario Farmhouse design and constructed with buff brick. Adjacent to the residence are three buildings, one of which is a timber frame barn with stone foundation (Photo Source: Krista Gowan, 2018).

Indicators of Cultural Heritage Value or Interest from O. Reg. 9/06:

| | Yes | No |
|---|-----|----|
| 1. The property has design value or physical value because it, | | |
| i. Is a rare, unique, representative or early example of a style, type, expression, material or construction method, | ✓ | |
| ii. Displays a high degree of craftsmanship or artistic merit, or | | ✓ |
| iii. Demonstrates a high degree of technical or scientific achievement. | | ✓ |
| 2. The property has historical value or associative value because it, | | |
| i. Has direct associations with a theme, event, belief, person, activity organization or institution that is significant to a community, | ✓ | |
| ii. Yields, or has the potential to yield, information that contributes to an understanding of a community of culture, or | | ✓ |
| iii. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | | ✓ |
| 3. The property has contextual value because it, | | |
| i. Is important in defining, maintaining or supporting the character of an area, | ✓ | |
| ii. Is physically, functionally, visually or historically linked to its surroundings, or | ✓ | |
| iii. Is a landmark. | | ✓ |

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: The property contains a farmstead with a 19th century dwelling, barn, and outbuilding. The house is representative of a 19th century Ontario Farmhouse. The style was common in rural areas in the mid to late 19th century. The barn is a representative example of a gable roof barn typical to

**October 2019
HR-139-2018**

*Archaeological Research Associates Ltd.
ARA File #2018-0262*

the 19th century. Gable rood barns with stone foundations were constructed throughout rural areas of Southern Ontario in the 19th century.

Historical or Associative Value: Property is associated with the Tackabury family. John and Elizabeth Tackabury arrived in London Township from Wicklow, Ireland in 1829. The Tackabury family were among the **earliest settlers in the Study Area and prominent citizens of 'The Grove', a hamlet located to the south of the Study Area.**

Contextual Value: This farmstead maintains and supports the 19th century character of a small remaining stretch of Clarke Road between the Fanshawe Conservation Area and Kilally Road. The property is historically linked to its surroundings, including original survey roads (Kilally Road and Clarke Road). The farmstead originally fronted on Kilally Road, but by the at least the 1940s driveway access to the property has been from Clarke Road.

Identified Heritage Attributes: Residence: One and a half storey, side gable roof, buff brick exterior. Barn: side gable roof, timber construction, stone foundation.

Identification of CHVI: Yes Heritage Resource/Landscape Number: CHL-3

Completed by (name): Frank Smith **Date Completed:** August 18, 2017 (Photo added December 2017)

4.3 Ontario Heritage Act – 9/06 Evaluation of 1588 Clarke Road

| Criteria for Determining Cultural Heritage Value or Interest | | | |
|---|--|---|--|
| Criteria | | Evaluation | Analysis - Response |
| The property has design value or physical value because it, | is a rare, unique, representative or early example of a style, type, expression, material, or construction method. | <ul style="list-style-type: none"> • Mid-century Bank Barn with timber frame construction • Early constructed Ontario farmhouse (c1865) | <ul style="list-style-type: none"> • The barn on the property is a common type and not altogether rare in the City of London. • The farmhouse on the property is not unique or rare in the City of London (and other municipalities in ON). • There are other farmhouses within the Kilally-Clarke area better conserved and representative of this style (e.g. 1511 Clarke Road). |
| | displays a high degree of craftsmanship or artistic merit. | The barn, farmhouse and drive shed are ordinary structures, typical of the period with no outstanding or unusual details or ornamentation. There is no evidence of a high degree of craftsmanship or artistic merit. | |
| | demonstrates a high degree of technical or scientific achievement | No evidence of a high degree of technical or scientific merit was found. | |
| The property has historical value or associative value because it, | has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. | <ul style="list-style-type: none"> • The property is associated with the Tackabury family who are among the earliest settlers in this area • The family is identified with Methodist Irish pioneer settlement in the area and the establishment of 'The Grove' community | <ul style="list-style-type: none"> • Long term retention through designation of the adjacent property at 1424 Clarke Road (likely constructed by Nathan Tackabury, John Tackabury's eldest son) should be considered. • It is an earlier and more exemplary example of an Ontario Farmhouse (than that at 1588 Clarke Rd). • It is better suited to reflect the contribution of the family in the area. See Appendix B, images 16 and 17. |
| | yields, or has the potential to yield, information that contributes to an understanding of a community or culture. | The barn and associated farmstead property and structures are not believed to yield, or have the potential to yield, information that contributes to an understanding of a community of culture. | |
| | demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | The barn, farmhouse and drive shed are built in a vernacular tradition and not attributed to a particular builder or architect. | |
| The property has contextual value because it, | is important in defining, maintaining, or supporting the character of an area. | <ul style="list-style-type: none"> • The property comprises elements of a 19th century farmstead inclusive of a barn and farmhouse • The property is reflective of original survey road patterns • The property is not actively farmed but linked to the rural, agricultural setting through its past function | <ul style="list-style-type: none"> • The surrounding area is transitioning from an agricultural area to an area that will likely be more residential in character. • The proposed widening of Clarke Road and extension of the Veteran's Memorial Parkway to Fanshawe Road East will likely isolate the property at 1588 Clarke Rd and compromise the historic |
| | is physically, functionally, visually, or historically linked to its surroundings. | | |

Extract 6a: Demolition Request for Heritage Listed Property at 1588 Clarke Road (City of London, March 18, 2019) no pagination.

| | | | |
|--|----------------|---|---|
| | | | <p>lot and development pattern of its surrounding agricultural area.</p> <ul style="list-style-type: none"> • Regrettably, if retained, the barn and farmstead property risk becoming 'a contextual', isolated and devoid of the meaning once derived from its rural setting. • This will irrevocably diminish the potential for this property to be recognized as a tangible link to the agricultural past of this area. |
| | is a landmark. | While certainly recognizable, it is not conclusive if the barn and associated farmstead property and structures are a landmark in the context of the community. | |

5.0 Conclusion

The evaluation of the barn and associated farmstead property and structures on the property at 1588 Clarke Road did not meet the criteria for designation under Part IV of the *Ontario Heritage Act*. Municipal Council should consent to the demolition of the barn on this property and advise the Chief Building Official accordingly.

| | |
|---|--|
| Recommended by: | Laura E. Dent, M.Arch, PhD, MCIP, RPP Heritage Planner |
| Reviewed by: | Michael Tomazincic, MCIP, RPP Manager, Current Planning |
| Concurred in by: | Paul Yeoman, RPP, PLE Director, Development Services |
| Submitted by: | George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official |
| <p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p> | |

LED/

Appendix A Maps
Appendix B Images

K:\Shared\ADMIN\1- PEC Reports\2019 PEC Reports\4- March 18\Draft_2019-03-18 PEC Demo 1588 Clarke Road.docx

To: Monteith Brown Planning Consultants

Dear Hannah Shirtliff,

Subject: 1588 Clarke Road

AECOM's Heritage Impact Assessment (HIA) for 1588 Clarke Road was completed in 2018 and assessed the impacts of a subdivision development plan by Sifton that included the property. It is understood that after the HIA was completed, a demolition request was made by Sifton on March 18, 2019 for the demolition of the barn on the property. It was noted at the time of the demolition request that the Stewardship sub-committee of the London Advisory Committee on Heritage (LACH) should conduct more research on the property, specifically regarding its connection to the Underground Railroad. The demolition request from March 18, 2019 included a recommendation from Laura Dent, Heritage Planner with the City of London, stating that the demolition be taken, that the property should be removed from the Register, and the property owner commemorate the historic contributions of the Tackabury family. This commemoration should be incorporated into the future development of the property. Council approved the demolition request for the barn.

A comment on the HIA was received from Maggie Whalley, a member of LACH, who was speaking on behalf of the Tackabury family. The comment suggested the HIA did not sufficiently portray the history of the family associated with the property. It should be noted that it is not common practice to contact previous landowners when developing a property history as part of an HIA. The purpose of an HIA is to evaluate and assess impacts to a heritage property, this is the primary focus of the report.

Having reviewed the HIA, while I agree to the overall conclusion of the HIA that the buildings associated with the property do not need to be retained, we do encourage the property owner to move forward with the recommendation made in the HIA, and made by the Heritage Planner on March 18, 2019, that the design plans for that property need to include a commemorative feature noting the historical contributions of the Tackabury family.

Commemoration can include, but is not limited to:

- Dedicating a location in the Open Space, parkland for an interpretive sign - add to design plans
- Consider naming a street or a public walking trail after the family
- Consider naming the storm water management pond area after the family

At this time, a revision to the HIA is not required; however, the information provided by Ms. Whalley on the family can be utilized in the commemoration of the family and should be included in the planning application or subsequent design plans.

Sincerely,

Tara Jenkins, MA, CAHP, Cultural Heritage Specialist
AECOM Canada Ltd.

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Request to Remove the Property at 176 Piccadilly Street from the Register of Cultural Heritage Resources, Ward 13
Public Participation Meeting

Date: September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the property located at 176 Piccadilly Street **BE REMOVED** from the Register of Cultural Heritage Resources.

Executive Summary

The property at 176 Piccadilly Street was identified as a part of an inventory of the North Talbot Area in 2020. The property was identified as a potential cultural heritage resource and was added to the Register of Cultural Heritage Resources on October 27, 2020. The property is currently vacant, and a Property Standards Order was issued for the property in February 2022.

A Cultural Heritage Evaluation Report (CHER) for the property at 176 Piccadilly Street determined that it does not meet the threshold for designation of two (2) mandated criteria of Ontario Regulation 9/06, criteria for determining cultural heritage value or interest. Staff agree with the findings and conclusions of the CHER and recommend the property be removed from the Register of Cultural Heritage Resources.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan areas of focus:

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

Analysis

1.0 Background Information

1.1 Property Location

The subject property at 176 Piccadilly Street is located on the northeast corner of the intersection of Piccadilly Street and St George Street (Appendix A). The property is located within the North Talbot neighbourhood of London.

1.2 Cultural Heritage Status

The property at 176 Piccadilly Street is a heritage listed property. The property was added to the Register of Cultural Heritage Resources by resolution of Municipal Council on October 27, 2020.

1.3 Description

The subject property is located in a mixed-use area consisting of residential, commercial, and industrial uses with buildings ranging from one to three storeys in height. The building on the subject property at 176 Piccadilly Street is a small one-storey wooden house with its primary (south) elevation fronting Piccadilly Street (Appendix B). The house features a rectangular plan, hipped roof with asphalt shingles,

and a small side addition extending from the north portion of the east elevation (Image 3). The house rests on a buff brick foundation featuring some remaining tooled mortar joints (Image 8). A small buff brick chimney exists on the east side of the hipped roof (Image 7). The house is clad in horizontal wood siding with a v-joint profile, painted white (Image 8).

The south elevation features a symmetrically arranged three-bay design with a central entryway covered by a small wood awning, and window openings on either side (Image 1). The house features an awning covering the front entryway, attached with wood brackets (Images 5 & 6).

The west elevation facing St George Street features a single, centrally located window opening (Image 2). The east elevation features a single window opening as well as a doorway on the east addition (Image 3). The north elevation also features a single centrally located window opening (Image 4). Currently, all window and door openings have been boarded up.

The window openings, despite being boarded up, show paint ghosting showing that the windows once had wooden surrounds with shallow pediments on the south elevation and flat tops on other elevations. These wooden surrounds are visible in photographs of the property taken in 2016 and 2019 (Images 9 & 10). Due to the present state of the building and the plywood boarding on all openings, few other details are visible on the exterior of the building.

1.4 History

The subject property is located in Lot 3 East of the Wharnclyffe Highway (or Proof Line), surveyed in 1824. Deputy Provincial Surveyor Mahlon Burwell's 1824 survey of the Wharnclyffe Highway created park lots of 100 acres or less on both sides of the road. Lot 3 East was patented to John Stiles in 1831. In the 1820s, the subject property was located north of a large mill pond just off the Thames River. The pond connected to the Thames River via a west-flowing creek, later known as Carling's Creek.

A large farm south of the mill pond was owned by John Kent. Throughout the 1830s, the southern portions of Kent's farm were subdivided into urban blocks. In 1840, the Town of London annexed a large section of land to the north and west of the original townsite survey, including the subject property. Throughout the 1850s, there was a period of intense land speculation in London in anticipation of the arrival of the Great Western Railway in 1853. This speculation cooled down following the Panic of 1857.

The area of the subject property developed an industrial character with the establishment of major industries such as the Hyman Tannery and Carling's Brewery along Carling's Creek. This industrial development led to workers housing being built in the same area. The industrial character of the area further evolved with the arrival of a new Ontario and Quebec Railway, now CPR, in the late 1880s, cutting east from Oxford Street and the Thames River and passing through the intersection of Richmond Street and Ann Street.

The subject property at 176 Piccadilly Street is located on Part Lots 6 & 7 E/S St George, on Plan 22. Plan 22 was prepared for Messrs. Renwick and Thompson, by surveyor Samuel Peters. This plan created three blocks with laneways bound by the Thames River to the west, Richmond Street to the east, Piccadilly Street to the south, and Oxford Street to the north. The first transaction associated with the new lots dates from 1857, when Martin Collison purchased Plan 22 Lots 4-7 from J.E. & J. S. Thompson and W.T. Renwick's wife. In 1868, Martin Morkin purchased Lot 7 from Martin Collison's wife, and in 1869 purchased a portion of Lot 6 from Alexander Macdonald's wife. Morkin is identified in an 1884 City Directory as working at the nearby C.S. Hyman & Co. tannery as a tanner.

City Directory listings from 1872 and 1875 confirm that Martin Morkin lived on the north side of Piccadilly Street between Richmond Street and Talbot Street. A Bird's Eye Map from 1872 also shows a small, one-storey dwelling on the corner of Piccadilly Street and

St George Street. It is believed that Morkin acquired the vacant property in the late 1860s and had built the current extant structure by 1871. According to assessment rolls, Martin Morkin lived at the property at 176 Piccadilly Street until 1880, and it was later occupied by his mother by 1882. The property remained associated with the Morkin family into the 1880s. Martin Morkin died on September 26, 1894, in London, Ontario.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

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

2.1.1 Provincial Policy Statement

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

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

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

2.1.2 Ontario Heritage Act

Section 27, *Ontario Heritage Act* requires that a register kept by the clerk shall list all property that have been designated under the *Ontario Heritage Act*. Section 27(1.2), *Ontario Heritage Act* also enables Municipal Council to add property that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register.

The only cultural heritage protection afforded to heritage listed property is a 60-day delay in the issuance of a demolition permit. During this time, Council Policy directs that the Community Advisory Committee on Planning (CACP) is consulted, and a public participation meeting is held at the Planning & Environment Committee. A Cultural Heritage Evaluation Report (CHER) is required for a demolition request for a building or structure on a heritage listed property.

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

2.1.2.1 Criteria for Determining Cultural Heritage Value or Interest

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

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design or physical value because it demonstrates a high

- degree of technical or scientific achievement.
4. The property has historical value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
 5. The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
 6. The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
 7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
 8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
 9. The property has contextual value because it is a landmark.

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

2.1.3 The London Plan

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

2.1.4 Register of Cultural Heritage Resources

Municipal Council may include property on the Register of Cultural Heritage Resources that it "believes to be of cultural heritage value or interest." The property is not designated but is considered to have potential cultural heritage value or interest.

The Register of Cultural Heritage Resources states that further research is required to determine the cultural heritage value or interest of heritage listed property. If a property is evaluated and found to not meet the criteria for designation, it should be removed from the Register of Cultural Heritage Resources.

The property at 176 Piccadilly Street is included on the Register of Cultural Heritage Resources as a heritage listed property.

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

The property was identified as a potential cultural heritage resource in the North Talbot Inventory (Appendix C) and was added to the Register of Cultural Heritage Resources on October 27, 2023. The existing building is currently vacant, and a Property Standards Order was issued for the property in February 2022.

A Cultural Heritage Evaluation Report (CHER) has been prepared for the heritage listed property at 176 Piccadilly Street for the City.

4.1 Cultural Heritage Evaluation Report (CHER)

A Cultural Heritage Evaluation Report (CHER; Common Bond Collective, dated August 14, 2023) was submitted (Appendix D). As required, the CHER included an evaluation of the property according to the criteria of *Ontario Regulation 9/06*, Criteria for Determining Cultural Heritage Value or Interest.

Table 1: Summary of Evaluation of the property at 176 Piccadilly Street

| Criteria | Evaluation |
|---|------------|
| 1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method. | No |
| 2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit. | No |
| 3. The property has historical value because it demonstrates a high degree of technical or scientific achievement. | No |
| 4. The property has historical value or associative value because it has direct association with a theme, event, believe, person, activity, organization or institution that is significant to a community. | Yes |
| 5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture. | No |
| 6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community. | No |
| 7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area. | No |
| 8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings. | No |
| 9. The property has contextual value because it is a landmark. | No |

See Appendix D for the full evaluation of the property at 176 Piccadilly Street.

A property is required to meet two or more of the abovementioned criteria to merit designation under Section 29 of the *Ontario Heritage Act*. Through the evaluations, it was determined that the property at 176 Piccadilly Street meets one (1) of the criteria of *Ontario Regulation 9/06* and therefore does not merit designation pursuant to the *Ontario Heritage Act*. Staff have reviewed the CHER and agree with its conclusions and recommendations.

4.2 Consultation

Pursuant to the Council Policy Manual, notification of the request to remove the subject property from the Register of Cultural Heritage Resources has been sent to property owners within 120m of the subject property on August 22, 2023, as well as community groups including the Architectural Conservancy Ontario – London Region Branch, the London & Middlesex Historical Society, the Urban League of London, and the North Talbot Community Association. Notice was published in *The Londoner* on August 31, 2023.

In accordance with Section 27(4), *Ontario Heritage Act*, consultation with the Community Advisory Committee on Planning (CACP, the City's municipal heritage committee) is required before a property may be removed from the Register. The CACP was consulted on this request at its meeting held on September 13, 2023.

Conclusion

A request to remove the property located at 176 Piccadilly Street was received and a Cultural Heritage Evaluation Report (CHER) was prepared, including an evaluation of

the property at 176 Piccadilly Street according to the criteria of *Ontario Regulation 9/06*, Criteria for Determining Cultural Heritage Value or Interest.

The CHER determined that the property at 176 Piccadilly Street only met one (1) of the criteria of *Ontario Regulation 9/06*, and therefore does not warrant designation pursuant to the *Ontario Heritage Act*. Staff agree with the conclusions and recommendations of the CHER. The property should be removed from the Register of Cultural Heritage Resources.

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

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

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

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

Appendices

| | |
|------------|--|
| Appendix A | Property Location |
| Appendix B | Images |
| Appendix C | Excerpt from Cultural Heritage Inventory, North Talbot, London, Ontario (2020) |
| Appendix D | Cultural Heritage Evaluation Report (attached separately) |

Selected Sources

Corporation of the City of London. *2023-2027 Strategic Plan*.
Corporation of the City of London. Property file.
Corporation of the City of London. *Register of Cultural Heritage Resources*. 2022.
Corporation of the City of London. *The London Plan*. 2022 (consolidated).
Land Registry Records.
Ministry of Culture. *Ontario Heritage Toolkit: Heritage Property Evaluation*. 2006.
Ontario Heritage Act. 2023, c. 21. Sched. 6.
Common Bond Collective. Cultural Heritage Evaluation Report: 176 Piccadilly Street, London, August 14, 2023.

Appendix A – Property Location

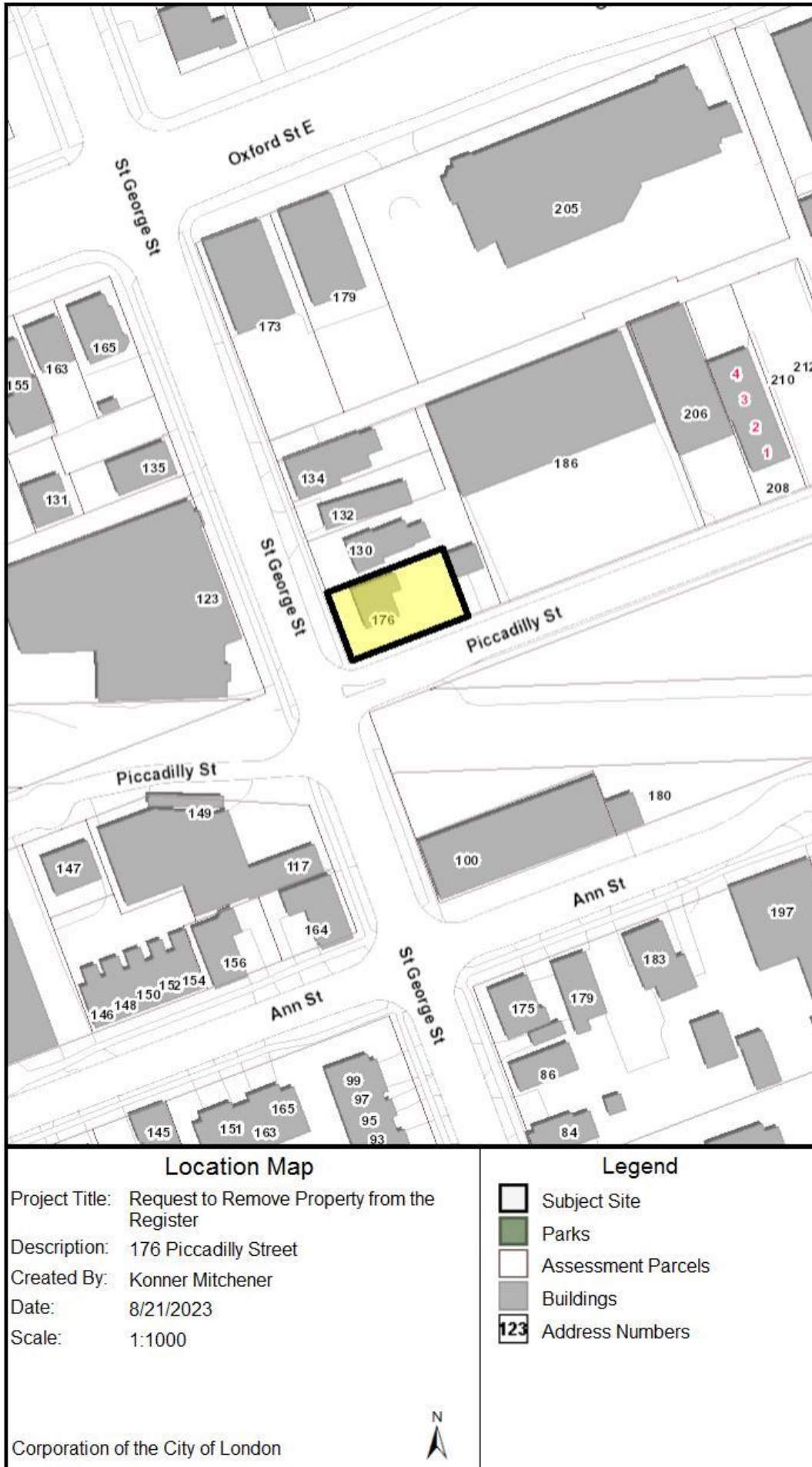


Figure 1: Location of the subject property at 176 Piccadilly Street.

Appendix B – Images



Image 1: South elevation of the building on the subject property at 176 Piccadilly Street, May 2, 2022.



Image 2: West elevation of the building on the subject property at 176 Piccadilly Street, May 2, 2022.



Image 3: East elevation of the building on the subject property at 176 Piccadilly Street, May 2, 2022.



Image 4: North elevation of the building on the subject property at 176 Piccadilly Street, May 2, 2022.



Image 5: Awning on the south elevation of the building on the subject property at 176 Piccadilly Street, August 23, 2023.



Image 6: Awning on the south elevation of the building on the subject property at 176 Piccadilly Street, August 23, 2023.



Image 7: Buff brick chimney on the east side of the building on the subject property at 176 Piccadilly Street, August 23, 2023.



Image 8: Buff brick foundation and peeling paint on wood siding on the east elevation of the building on the subject property at 176 Piccadilly Street, August 23, 2023.



Image 9: South elevation of the building on the subject property at 176 Piccadilly Street, March 22, 2019.



Image 10: South elevation of the building on the subject property at 176 Piccadilly Street, October 25, 2016.

Appendix C – Excerpt from Cultural Heritage Inventory, North Talbot, London, Ontario (2020)

Cultural Heritage Inventory North Talbot,
London, ON

477

176 Piccadilly Street

Cultural Heritage Status: None

Date of Construction: Pre-1881

Architect/Builder: Unknown

Sub-Area: First Suburb



Property Description: This property consists of a one-storey wood cottage with a hipped roof, a symmetrical primary façade, and a small gable over the central, raised entry. It is located on the northeast corner of Piccadilly Street and St. George Street, immediately north of the Canadian Pacific Railway tracks.

Property History: Previous to the 1922 FIP this property appears to have also been referred to as 124 Talbot, however 176 Piccadilly does show up as early as 1881 in the City Directories. The 1881 City Directory lists carrier Martin Morkin followed by his widow, Margaret, between 1883-1889.

| | Potential CHV | Rationale |
|-------------------------------------|---------------|---|
| Design/Physical Value | ✓ | The subject property is a representative example of an early-20th-century worker's cottage, including a central hall plan, a hipped roof, and a small gable over the central entry. |
| Historical/Associative Value | | Further historical research may be required to determine significant or historic associations. |
| Contextual Value | ✓ | The property is a remnant of historic fabric, reflecting early residential development, on a portion of Piccadilly Street that has evolved to consist largely of parking areas and commercial properties. |

Sources: FIPs (1881 Rev. 1888, Sheet 29; 1915 Rev. 1922, Sheet 29); City of London and County of Middlesex Directory, J. Harrison White, 1881; The London and Middlesex County Directory, R.L. Polk & Co., 188-1890; London City & Middlesex County Directory, Migh's Directory Co., 1891-1895; Vernon's City of London Directory, 1915.



Figure 2: Cultural heritage assessment of the subject property at 176 Piccadilly Street, Cultural Heritage Inventory, North Talbot, London, Ontario (2020).

Appendix D – Cultural Heritage Evaluation Report

Cultural Heritage Evaluation Report (Common Bond Collective, dated August 14, 2023)
– *attached separately*

CULTURAL HERITAGE EVALUATION REPORT 176 PICCADILLY ST, LONDON

FINAL
AUGUST 14, 2023



PREPARED FOR
ETHAN LING
MUNICIPAL COMPLIANCE, RESEARCH
PLANNING & ECONOMIC DEVELOPMENT
CITY OF LONDON

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CULTURAL HERITAGE EVALUATION REPORT 176 PICCADILLY ST, LONDON

FINAL

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Cover Image: CBCollective 2023

EXECUTIVE SUMMARY

This Cultural Heritage Evaluation Report (CHER) for the property at 176 Piccadilly Street, London was commissioned by the City of London in May 2023 and completed by Common Bond Collective.

The subject property contains a one-storey, wood residential building constructed c.1871. Its primary (south) elevation has a symmetrical three-bay design, presenting on to Piccadilly Street. The house has a slightly rectangular plan, rising with simple massing to a hipped roof. The building is currently vacant.

The original owner and occupant of the property was Martin Morkin, a tanner and employee at the Hyman Tannery (1867-1970). Morkin lived at 176 Piccadilly Street between c. 1871 and c. 1881 when he moved to the property directly to the north.

The subject property is located on the northeast corner of Piccadilly and St. George streets. It is located in North Talbot in a former industrial area and is situated immediately north of the Canadian Pacific Railway (CPR) line.

The subject property is included on the City of London Register of Cultural Heritage Resources as a non-designated (listed) property. It was added to the Register under Part IV, subsection 27(3) of the Ontario Heritage Act in 2020.

The evaluation determined that 176 Piccadilly Street meets criteria 4 of O. Reg. 9/06 of the Ontario Heritage Act (OHA). The property does not meet the threshold for designation under Part IV, subsection 29(1) of the OHA. Accordingly, a Statement of Cultural Heritage Value or Interest identifying the heritage value(s) and attribute(s) was not drafted.

Common Bond gratefully acknowledges the staff at the London Room and Western Archives in providing historic documentation for this CHER.

1.0 INTRODUCTION & METHODOLOGY

The Cultural Heritage Evaluation Report (CHER) for the property at 176 Piccadilly Street was commissioned by the City of London in May 2023 and completed by Common Bond Collective.

1.1 BACKGROUND AND PURPOSE

The property at 176 Piccadilly Street is considered by the City of London to be of cultural heritage value or interest and is included on its Register of Cultural Heritage Resources under Part IV, subsection 27(3) of the Ontario Heritage Act. The property is currently vacant and was subject to a Property Standards Order which expired and registered on title.

The purpose of the CHER is to describe, analyse and evaluate the property in accordance with the criteria set out in O. Reg. 9/06 of the Ontario Heritage Act (OHA), in order to determine if it qualifies for designation under Part IV, subsection 29(1) by meeting two or more prescribed criteria in O. Reg. 9/06.

1.2 PROJECT METHODOLOGY

The CHER was completed by Common Bond Collective with a project team composed of David Deo (BA, Dipl. Heritage Conservation, CAHP) and Ellen Kowalchuk (MA, CAHP). The team conducted a site visit on May 15, 2023 during which the team reviewed and documented the building exterior, landscape and surrounding context. The interior of the building was not reviewed.

Primary and secondary research was completed online and in-person. Sources and institutions included, ONLand, London Room at the London Public Library and Western Archives. Primary sources included assessment rolls, aerial photography, building permits, city directories, fire insurance plans and maps. Secondary sources included local histories of London. A complete list of sources is contained in 11.0 Bibliography.

The London Branch of the Architectural Conservancy of Ontario (ACO), and the London & Middlesex Historical Society were contacted by email for records relating to the property and to inquire about their interest in the property. No response has been received from either organization. However, 176 Piccadilly Street was included on the ACO 2021 edition of *Building on the Brink*.

2.0 STUDY AREA OVERVIEW

The study area is the property at 176 Piccadilly Street. It is legally described as Plan 22 PT LOT 6 PT Lot 7 E/S ST GEORGE. The study area is a square property approximately 0.045 hectares (0.11 acres) in size and located in the North Talbot area of London (Figure 1). The study area is located on the northeast corner of Piccadilly and St. George streets (Figure 2) and bounded by Piccadilly Street (south), St. George Street (west), a residential property (north) and a commercial property (east).

2.1 CONTEXT

The study area is located in a mixed use area containing residential, commercial and industrial properties with buildings between one and three storey in height. The Canadian Pacific Railway (CPR) line runs just to the south of the property (Figure 3). Piccadilly Street is a narrow street which terminates to the west at the Thames River. The north side of Piccadilly Street between Richmond and St. George streets is characterized by commercial and light industrial use with a substantial property directly adjacent to the study area's east. It contains a large, one storey building which is set back from Piccadilly and currently functions as a garage with surface parking (Figure 4). The other buildings on the north side of the street are smaller commercial buildings, one of which appears to have a residential form. The south side of Piccadilly Street is a large, surface parking lot which was historically a coal shed and yard (Figure 5).

Directly across St. George Street from the study area is a former industrial building (cold storage) which has been converted to commercial offices (Figure 6). The properties to the north on St. George Street are residential (Figure 7). To the south of Piccadilly Street are light industrial and commercial properties (Figure 8).

The properties at 123, 130, 132, 134 and 135 St. George Street were added to the City's Register of Cultural Heritage Resources in 2020.

2.2 BUILT ELEMENTS

The study area contains a small one-storey wooden dwelling, presenting a primary (south) elevation to Piccadilly Street (Figure 9). The house has a slightly rectangular plan, rising with simple massing to a hipped roof. A small side addition extends from the north end of its east elevation, presenting a false facade to mask the continued roofline behind (Figure 10).

The primary elevation has a symmetrical three-bay design, with a central raised entry flanked by two window openings (see Figure 9). The entry is sheltered by a small gable porch. The west elevation has a single, centrally located window opening (Figure 11). A boarded up area to the north corresponds to what is shown to be a window opening on 2015 google imagery (see Section 6.1). The east elevation has a single window opening on the main house portion, and a doorway on the east addition (Figure 12). The rear

north elevation has a single central window opening (Figure 13).

The house rests on a buff brick foundation, with five to six courses above grade. Some of the foundation has been repointed, but original mortar joints tooled with a bead profile remain evident on the west elevation (Figure 14). The east addition has a lower, concrete foundation, suggesting it may have been built subsequent to the main dwelling.

The walls are clad with horizontal wood siding with a simple v-joint profile. The siding is painted white, which is cracking and falling throughout. The walls are detailed with plain corner, water table and cornice boards, mounted over the siding and painted black (Figure 15). The roof has asphalt shingles, resting on a simple fascia (painted black) and recessed soffit (painted white) (Figure 16). The house has a buff brick chimney inset from its east elevation, with a metal chimney beside (Figure 17). A cast concrete chimney cap has fallen and rests between the brick chimney and roof.

The gabled porch is a prominent feature of the primary elevation. It is partially framed into the roof and otherwise mounted to the main elevation through brackets (Figure 18). It features the same siding as on the main walls, and remnants of decorative trim below the shingles.

With the exception of the door on the east addition, all the house's openings have been boarded up, with many removed entirely. Paint scarring shows that window openings on the primary elevation had wooden surrounds rising to shallow pediments (Figure 19). Windows on other elevations had flat arches, from which a single cornice remains on the west elevation (Figure 20). The removed windows reveal the use of machined nails (Figure 21). Few other window and door details are discernable beyond the plywood boarding.

2.3 LANDSCAPE

The study area is a small parcel of land, 0.045 hectares in area. It is flat and entirely grassed with the exception of the concrete walkway leading to the building's main entrance. The study area has mature trees along its St. George Street edge including Silver and Norway maples (Figure 22).¹

¹ Tree identification was made through the *Picture This* app.

3.0 POLICY CONTEXT AND EXISTING PROTECTIONS

3.1 PLANNING ACT

The *Planning Act* establishes the foundation for land use planning in Ontario, describing how land can be controlled and by whom. Section 2 of the *Planning Act* identifies heritage conservation as a matter of provincial interest and directs that municipalities shall have regard to the conservation of features of significant architectural, historical, archaeological or scientific interest. Heritage conservation contributes to other matters of provincial interest, including the promotion of built form that is well-designed and that encourages a sense of place.

The *Planning Act* requires that all decisions affecting land use planning matters shall be consistent with the Provincial Policy Statement (PPS), which positions heritage as a key component in supporting provincial principles and interests.

3.1.1 PROVINCIAL POLICY STATEMENT (2020)

Conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, health and equitable communities. Heritage conservation in Ontario is identified as a provincial interest under the *Planning Act*. Cultural heritage resources are considered assets that should be wisely protected and managed as part of planning for future growth under the PPS.

Section 2.6 pertaining to Cultural Heritage and Archaeology states that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved (Section 2.6.1).”

Significant means: “in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest.. Process and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage or that may be included on local, provincial, federal and/or international registers.

Conserved: means the identification, protection, management and use of *built heritage resources, cultural heritage landscapes and archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological

assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Protected heritage property: means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

3.2 ONTARIO HERITAGE ACT

The *Ontario Heritage Act* (OHA) is the key piece of legislation for the conservation of cultural heritage resources in the province. Among other things, it regulates how municipal councils can identify and protect heritage resources including archaeological sites within their boundaries.

The OHA permits municipal clerks to maintain a register of properties that are of cultural heritage value of interest. The City of London's Heritage Register includes: individual properties that have been designated under Part IV, subsection 29(1) of the OHA; properties in a heritage conservation district designated under Part V, subsection 41(1) of the OHA; and properties that have not been designated, but that City Council believes to be of cultural heritage value or interest under Part IV, subsection 27(3) of the OHA.

Subsection 27(9) requires a property owner to provide at least 60 days notice in writing of the owner's intention to demolish or remove a building or structure on a property that is included on a heritage register, but not designated.

The OHA includes nine criteria that are used for determining cultural heritage value or interest (O. Reg. 0/9):

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically lint surroundings.
9. The property has contextual value because it is a landmark.

Based on changes to the OHA (effective 1 January 2023), a property may be included on a heritage register under Part IV, subsection 27(3) if it meets one or more of these criteria. In order to be designated under Part IV, subsection 29(1) of the OHA, a property must meet two or more criteria.

3.3 THE LONDON PLAN (OFFICIAL PLAN, CONSOLIDATED MAY 25, 2020)

The *London Plan* is the new policy framework for all planning in London. Among other objectives, it sets out ways to conserve cultural heritage (built resources, archaeological resources and cultural landscapes) and protect environmental areas, hazard lands, and natural resources. Policies 551 - 622 of *The London Plan* apply to the conservation of cultural heritage resources. The following policies are relevant to this CHER.

551_ Cultural heritage is the legacy of both the tangible and the intangible attributes that our community has inherited from past generations. Our cultural heritage resources include tangible elements such as buildings, monuments, streetscapes, landscapes, books, artifacts and art, and intangible aspects such as folklore, traditions, language, and knowledge.

556_ In accordance with the Ontario Heritage Act, City Council may, by by-law, establish a municipal heritage committee to advise and assist Council on cultural heritage matters. In London, the municipal heritage committee is known as the London Advisory Committee on Heritage (LACH).

557_ In accordance with the Ontario Heritage Act, City Council, in consultation with the London Advisory Committee on Heritage (LACH), will prepare and maintain a Register listing properties of cultural heritage value or interest. The Register may also be known as The City of London Inventory of Heritage Resources. In addition to identifying properties designated under the Ontario Heritage Act, the Register may include

properties that are not designated but that Council believes to be of cultural heritage value or interest.

572_ In accordance with the Ontario Heritage Act, City Council may designate individual properties of cultural heritage value or interest under Part IV of the Act.

573_ City Council will consider one or more of the following criteria in the identification and designation of individual properties of cultural heritage value or interest:

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

3.3.1 CULTURAL HERITAGE INVENTORY FOR NORTH TALBOT STUDY AREA (2020)

In 2020, the City of London undertook a Cultural Heritage Inventory for the North Talbot Study Area which served as a preliminary study of known and potential cultural heritage resources within the area and to inform a potential Heritage Conservation District (HCD) study.

The Inventory evaluated properties against the categories of design/physical value, historic/associative value and contextual value to identify potential cultural heritage value or interest. The Inventory identified 169 properties as potential cultural heritage resources.

3.4 EXISTING PROTECTIONS

The Cultural Heritage Inventory for the North Talbot Study Area (2020) evaluated properties against the categories of design/physical value, historic/associative value and contextual value to identify potential cultural heritage value or interest, including the subject property. The Inventory recommended that the subject property has cultural heritage potential due to its:

- Design/Physical Value - “The subject property is a representative example of an early-20-century worker’s cottage, including a central hall plan, a hipped roof, and a small gable over the central entry.”
- Contextual Value - The property is a remnant of historic fabric, reflecting early residential development, on a portion of Piccadilly Street that has evolved to consist largely of parking areas and commercial properties.

As a result of this recommendation, the property at 176 Piccadilly Street was added to the City’s Register of Cultural Heritage Resources in 2020 as a non-designated (listed) property.

The study also reviewed the following properties in the vicinity of 176 Piccadilly Street for cultural heritage potential.

| Address | Potential |
|---|---|
| 206 Piccadilly Street, (p. 478) | No |
| 208 Piccadilly Street, (p. 479) | No |
| 117 St. George Street/149 Piccadilly Street, (p. 530) | No |
| 123 St. George Street, (p. 531) | Yes - Historical/Associative values related to CPR. |
| 130 St. George Street, (p. 533) | Yes - Contextual values. |
| 131 St. George Street, (p. 535) | No |
| 132 St. George Street, (p. 536) | Yes - Contextual value |
| 134 St. George Street, (p. 537). Listed. | Yes - Design/Physical and Contextual values. |
| 135 St. George Street, (p. 540) | Yes - Design/Physical and Contextual values. |

As a result of these recommendations, the properties at 123, 130, 132, and 135 St. George Street were added to the City’s Register of Cultural Heritage Resources in 2020 as a non-designated (listed) property.

4.0 HISTORICAL SUMMARY

4.1 TRADITIONAL INDIGENOUS TERRITORY

The Deshkan Zibi (Antler River in Ojibwe) has been essential to the lives of Indigenous peoples since time immemorial. The river and its watershed provide a source of potable water as well as a habitat for fish, wildlife, edible and medicinal plants, making it a locale for hunting, fishing, short and long term settlement. Archaeological evidence demonstrates the ancient Indigenous use of riverside locales dating back at least 10,000 to 12,000 years.

The river has also been called Askunessippi/Escunnisepe (Antlered River) by the Neutrals, and La Tranché/La Tranche (Trench) by early French explorers, settlers and fur traders. In 1793, Lieutenant Governor John Graves Simcoe named the river the Thames River after the River Thames in England.

Eight First Nations have traditional territory that overlaps the Thames River watershed:

- the Lunaapew (or Leni Lenape) People:
 - Munsee Delaware Nation, and
 - Eelünaapéewi Lahkéewiit – Delaware Nation at Moraviantown;
- the Haudenosaunee People:
 - Oneida Nation of the Thames; and
- the Anishinaabek People:
 - Aamjiwnaang First Nation,
 - Bkejwanong Walpole Island First Nation,
 - Chippewas of the Thames First Nation,
 - Chippewas of Kettle and Stony Point First Nation, and
 - Caldwell First Nation.²

It was with the Chippewa that the British negotiated the purchase of the lands that now comprise the City of London. On September 7, 1796 the British and Chippewa signed London Township Treaty No. 6:

WHEREAS we the principal Chiefs, Warriors, and People of the Cheppewa Nation of Indians being desirous for a certain consideration hereinafter mentioned of selling and disposing of a certain parcel or tract of land situated and lying on the north side of the River Thames or River La Tranche and known in the Indian name by Escunnisepe unto His Britannic Majesty King George the Third our great Father.

² Upper Thames River Conservation Authority, “The Thames River Watershed and Traditional Territory,” <https://thamesriver.on.ca/about-us/thames-river-watershed-and-traditional-territory/>

The treaty encompassed lands on the north side of the Thames River in both Middlesex and Oxford counties and opened them up to European settlement. The Deshkan Ziibiing ('At the Antler River') now known as Chippewas of the Thames First Nation, is the closest signatory Descendant community. The Deshkan Ziibiing Anishinaabeg do not regard the treaty as a complete land surrender, giving up any claim to legitimate use of or say over their traditional territory (off-reserve).

4.2 EUROPEAN SURVEY & ESTABLISHMENT OF LONDON

The first survey of London Township began in 1810 under direction of Deputy Provincial Surveyor Mahlon Burwell. This survey initially focused on the first six concessions north of the Thames River to Sunningdale Road but was suspended in 1812 when war broke out between Great Britain and the United States. Following the war, the northern section of the township was surveyed with the first settlers arriving between 1817 and 1818.

Ontario's surveyors imposed a rigid road grid when creating townships, concessions and lots. In contrast, Indigenous trails respected local topography by working around natural features. Many of these trails became the foundation for roads in London Township. For instance, Lieutenant-Governor Simcoe travelled an Indigenous route known as the Indigenous Trail which connected Indigenous villages in the areas around London, Brantford, and Hamilton.

Two surveys important to the study area are the 1824 Wharncliffe Highway survey, and the 1826 Town of London Survey. Burwell's 1824 survey of the Wharncliffe Highway created park lots of 100 acres or less on both sides of the highway (Figure 23). Several lots were created east of the Thames River, including Lot 3 East of the Wharncliffe Highway (or Proof Line) which contains the study area. This lot was patented to John Stiles in 1831.³

Burwell's 1826 survey established the Town of London on Crown Reserve lands established earlier at the fork of the Thames River. This original townsite was bounded by the river, Queen's Avenue (then North Street) and Wellington Street. The study area was north of these limits, in the area surveyed by Burwell two years earlier.

4.3 HISTORY OF THE STUDY AREA

Talbot Neighbourhood

The subject property is located in Lot 3 East of the Wharncliffe Highway (or Proof Line), which was north of London's original townsite upon its survey in 1826. In the 1820s it was located in a rural setting on the north side of a large mill pond just off the Thames River (Figure 24). The pond connected to the river via a creek flowing westward, eventually known as Carling's Creek. South of the pond was a large farm owned by John Kent, the patentee of Lots 1 & 2 East of the Wharncliffe Highway (or Proof Line) (Figures 25 & 26).

³ Middlesex County (33), Middlesex, Book 1, "OLD CITY BOOK", folio 5.

Kent's farm pre-dated the 1826 London townsite survey, effectively limiting its northern limit west of Richmond Street. Throughout the 1830s the southern portions of Kent's farm were subdivided into urban blocks, encouraging development north of the original townsite. In 1840 the Town annexed a large section of adjacent lands to its north and west, including the study area. In 1852 a company of London businessmen purchased and surveyed 200 acres west of Richmond Street and north of John Street.⁴ This coincided with the beginnings of a period of intense land speculation in London, which began in anticipation of the Great Western Railway's downtown arrival in 1853, and cooled down following the Panic of 1857.

The early 1850s also saw the mill pond formalized under the initiative of Colonel Horn of London's 20th Regiment. A new dam turned the mill pond into 'Lake Horn' east of Richmond Street, with a much neater and channelized Carling's Creek continuing west to the Thames River (Figure 27).⁵

The area north of the original townsite did not develop in earnest until the 1860s (Figure 28), with Mansions and larger dwellings built in the areas just beyond the original north limit. Further north the area around the study area developed an industrial character. Major industries like the Hyman Tannery and Carling's Brewery were established on Carling's Creek, leading to a wave of workers housing being built in the vicinity.⁶ The industrial character evolved with the arrival of a new Ontario and Quebec Railway in the late 1880s (Figure 29). The line cut east from Oxford Street and the Thames River passing through the Richmond and Ann intersection. Completed as the Detroit extension in 1888, the line was leased to the CPR in perpetuity.⁷

176 Piccadilly Street

176 Piccadilly Street is located on part Lots 6 & 7 E/S St. George, on Plan 22. This plan created three blocks with laneways between the Thames River and Richmond Street, between Piccadilly and Oxford Streets (Figure 30). The plan was prepared for Messrs Renwick and Thompson, by surveyor Samuel Peters. Abstract books refer to Plan 22 as 'Renwick & Thompson's 1st Survey'. The first transaction associated with the new lots dates from July 1857, when Martin Collison purchased Plan 22 Lots 4 through 7 from J.E. & J.S. Thompson and W.T. Renwick's wife.⁸

In July 1868, Martin Morkin purchased all of Lot 7 from Martin Collison's wife,⁹ and in August 1869 he purchased 7825 ft² of Lot 6 Alexander Macdonald's wife.¹⁰ Alexander

⁴ John H. Lutman, *The Historic Heart of London*, 1993, p. 13.

⁵ "Thames Topics, Booklet 2: 1826 Onwards," p. 2.

⁶ Lutman, pp. 16-17.

⁷ R.L. Kennedy, *Old Time Trains*, "Ontario and Quebec," <http://www.trainweb.org/oldtimetrains/OandQ/history.htm>

⁸ Middlesex County (33), Middlesex, Book 3, "OLD CITY BOOK", folio 219.

⁹ Middlesex County (33), Middlesex, Book 6, "OLD CITY BOOK", folio 60.

¹⁰ Middlesex County (33), Middlesex, Book 6, "OLD CITY BOOK", folio 131.

had purchased the same from The High Bailiff in November 1867, although the chain of title between Collison and the bailiff is unclear.

An 1872 directory lists Martin Morkin as living on the north side of Piccadilly Street (then Mount Pleasant) between Richmond and Talbot streets.¹¹ A bird's eye map from that same year shows a small, one-storey dwelling at the corner of Piccadilly and St. George streets (then Mount Pleasant and College streets) (Figure 31). Another directory from 1875 confirms that Morkin was living at the same corner.

This information suggests a chronology whereby Martin Morkin acquired vacant property in the late 1860s, and had built the current structure by 1871. The consolidation of property indicated by Morkin's purchase of Lots 6 & 7 at different dates suggests there was no building present prior to the purchases. According to assessment rolls, Martin Morkin was living at 176 Piccadilly Street in 1880. By 1882 he is listed as living in the property directly north on St. George Street, with his mother now occupying 176 Piccadilly.

¹¹ *Cherrier & Kirkwin's London Directory for 1872-73*, Montreal: Cherrier & Kirkwin, 1872, p. 39.

5.0 HISTORICAL ASSOCIATIONS

This section addresses the subject property's historical associations with themes and persons identified in the Section 4.0 Historical Summary. This supports the analysis and evaluation of the property against the criteria in O. Reg. 9/06.

5.1 THEMES

The subject property has associations with the theme of industrial activity in North Talbot, which included tanneries and breweries, and the housing that was constructed for workers in these industries.

In the mid-1800s, an industrial area developed along Carling's Creek in the vicinity of the subject property. In the 1830s, Ellis Walton Hyman began a tannery business in London with his first tannery located on the west side of Talbot Street. In 1867, Hyman built a second tannery on the west side of Richmond Street between Mill and Ann streets. The complex expanded in the early-20th century and operated as a family business until 1947, ceasing operations in 1970 (Figure 32). Arscott's Tannery was a smaller operation located at the southwest corner of St. George and Ann streets. It was founded in 1886, burned to the ground and rebuilt in 1869 and operated into the 1890s. Other notable industries were Carling Brewery (at the foot of Piccadilly Street) and the Kent Brewery (adjacent to the Hyman Tannery). The CPR line cut through the neighbourhood in 1887 which brought associated business such as warehouses, storage facilities, and coal yards and sheds - all furthering the industrial character of the area (Figure 33).

As a result of this industrial development, a working class area grew up in the vicinity of the railway tracks with many workers residing in the immediate area. Locating one's residence within walking distance of work was typical in the late-19th and early-20th centuries.

5.2 PERSONS

The subject property is associated with Martin Morkin, an early property owner. It is assumed that he was responsible for construction of the house. Morkin was born in Ireland in 1844. He married Elizabeth M. Kernohan and they had five children:

- Margaret Mary Morkin (1875 - 1940)
- Elizabeth Ann Morkin (1877 - Unknown)
- Edward "Edwin Campbell" Morkin (1878 - 1939)
- Ada Martha Morkin (1880 - Unknown)
- Emily Morkin (1892 - 1951)

The 1881 Census lists Morkin as being 33, putting his year of birth at 1848. Regardless,

he is listed along with his family - his wife Elizabeth (27) and children Margaret (6), E. Ann (4), Edward (2), Ada (1). Also listed is Margaret (76) and Julia (30). Margaret was Morkin's mother - Margaret O'meara. One source identifies Julia as Margaret's daughter which would make her Martin's sister. The property remained associated with the Morkin family in the 1880s. Margaret Morkin is identified as the tenant at 176 Piccalilly Street, while Martin moved to 130 St. George Street (directly adjacent) c.1881.

The 1880, 1882 and 1884 Assessment Rolls indicate Morkin's occupation as 'tanner'. An 1875 City Directory identifies Morkin as a foreman tanner, although no place of work is identified. At this time there were only two tanneries in London - Arscott and C.S. Hyman.¹² An 1884 City Directory lists Morkin as working at C.S. Hyman & Co.¹³ Morkin died on September 26, 1894 in London, Ontario.¹⁴

No other historical associations (ie event, belief, organization, architect, builder) were identified during the research for this CHER.

¹² City of London annual, alphabetical, general, miscellaneous and subscribers' classified business directory for 1876-'77, W.H. Irwin & Co., Compilers and Publishers, 1876, p. 216.

¹³ *The London City and Middlesex County Directory*, R.L. Polk & Co., 1884, p. 146.

¹⁴ Ancestry.ca, "Martin Morkin 1844-1894." https://www.ancestry.ca/genealogy/records/martin-morkin-24-21p2ns?geo_a=r&o_iid=41015&o_lid=41015&o_sch=Web+Property

6.0 DESIGN AND PHYSICAL ANALYSIS

This section describes the physical evolution of the subject property, along with any styles, building types or material elements pertinent to the property's potential for cultural heritage value. Refer to Section 2.0 Study Area Overview for a detailed description of the building, landscape and related illustrations.

6.1 SITE EVOLUTION

Maps & Bird's Eye Views

The first materials showing built features in the north Talbot area are the 1855 Samuel Peters Map of the City of London and the inset map of London from Tremaine's 1862 map of Middlesex County (see Figures 27 & 28). Both maps show the property as vacant, with the former showing the lot lines established by the 1852 subdivision plan.

The first material to show the dwelling is the 1872 bird's eye view of London, which shows a small, one-storey dwelling at the corner of Piccadilly and St. George Streets (then Mount Pleasant Street and College Avenue) (see Figure 31). Subsequent materials include the 1881 revised 1888 fire insurance plan, and bird's eye views from 1890 and 1893 (Figures 34 and 35).

The bay configurations vary slightly between the drawings, but these are details that can be considered within the level of error for drawings of this nature. All three do show a diminutive one-storey structure on the corner property, suggesting the same building between 1872 and 1893.

Fire Insurance Plans

The 1881 revised 1888 fire insurance plan shows the site in greater detail, revealing a one-storey wooden structure with a slightly rectangular footprint (see Figure 32). The shape of the east addition is not rendered. The address for the dwelling is attributed to St. George Street (No. 124), but otherwise no indication is given as to the orientation of the dwelling. The addition is not discernable in the 1890 or 1893 bird's eye drawings either.

The next materials to show the subject property in detail are subsequent fire insurance plans, which were consulted for the following years (see Figure 33; Figures 36 through 40):

- 1892 revised 1907
- 1912 revised 1915
- 1912 revised 1922
- 1929
- 1935
- 1940
- 1958

The 1892 revised 1907 plan is the first to show the east addition, after which the building's footprint does not change. The 1912 revised 1915 plan shows two wooden garage structures north of the dwelling. By 1922 the address for the property is given on Piccadilly, rather than St. George. This sheet also shows a new, grey coloured garage outbuilding, which may be a wood shed, with the address 176A Piccadilly. In 1940 and 1958 this outbuilding is shown as iron-clad. Currently the garage structure is a pair of connected structures clad in sheet metal. According to London GIS data, they are part of the property directly north at 130 St. George Street. Fire insurance plans suggest the second outbuilding was constructed after 1958. However the timing of their respective associations with the subject property and 130 St. George Street is unclear based on available materials.

In summary, the form and materials of the subject property appear to have changed very little since the construction of the east addition in the early 20th century. Google Earth street view photography, as well as documentation from the 2020 North Talbot Inventory provide some indication of the evolution of the property's materials.

Recent Imagery

The earliest available Google Earth street view photography dates from July 2009. The imagery shows the property in an occupied state, with a tended lawn, and white picket fence toward the rear of the property (Figure 41). The previous front door is visible, being a contemporary pressed metal door with faux panelling. The classical revival details of the historic windows and framing are also evident (Figure 42). The front windows are framed with a shallow pediment supported by subtle ears, whereas the sides feature simplified surrounds with a plain frieze surmounted by single drip cornice (see Figure 20). All windows on the main house are protected by one-over-one storm windows. The windows themselves are wooden sash types, featuring a shorter top sash with five slender vertical lights, and a single piece of glass in the larger sash below. This suggests the original windows have been replaced, since the design was more commonly used in the early 20th century than the latter 19th. Windows from the early 1870s were likely six-over-six configuration due to the cost of large pieces of glazing, with both upper and lower sash being of equal size.¹⁵ Google imagery also shows the chimney cap in place up until 2017, after which point it has fallen. In January 2021 the windows and doors are still exposed, but are boarded up by October 2022.

6.2 STYLE / BUILDING TYPE

6.2.1 ONTARIO COTTAGE

The term 'Ontario cottage' refers to a vernacular type of house form that was common in Ontario during the 19th century. The type has several variants, with the names 'Classic Ontario' and 'Gothic cottage' sometimes used interchangeably. The type

¹⁵ Virginia Savage McAlester, *A Field Guide to American Houses*, New York: Alfred A. Knopf, 2014, pp. 250, 252, 552 & 554.

became regularized in an Ontario context through strong influences from the British Isles, namely through the Royal Engineers, pattern books, and settler tastes (Figure 43).¹⁶

Lynne DiStefano provided a definition to the Ontario cottage in 2001, as an architectural historian then based in London, Ontario:

*The Ontario cottage, at its simplest, is a symmetrical, single-storey building with three bays. A door is placed squarely in the middle of the central bay, and windows arranged symmetrically on either side of the doorway, usually near the middle of the end bays. However, what most distinguishes the Ontario cottage is the shape of its roof – a hip roof.*¹⁷

DiStefano also notes the importance of proportion in symmetry, the variation of local materials used as cladding, and the use of Georgian, Neoclassical, Gothic and Italianate vocabularies for window, door and eave trim details. Another typical trait are rear additions or tails to dwellings, which often served as kitchens.¹⁸

DiStefano’s definition varies from others through identification of the hipped roof as a critical component, while attributing little to the importance of the central cross gable (Figure 44).

The Ontario Cottage in London

The City of London uses a specific and prescriptive definition for identifying the Ontario cottage building style within a heritage planning context. This definition is provided within the Concise Glossary of Architectural Styles section of the City’s Register of Cultural Heritage Resources:

*A specific term within the City of London, referring to a centre hall plan cottage with a hipped roof and characteristically has a central gable above the front entry, typically with only an attic (single storey building). Variants can include three or five bays across the front façade.*¹⁹

This definition is generally compatible with that used by Lynn DiStefano, with the exception of the central cross-gable being considered a requisite element of the style. The building at 176 Piccadilly Street lacks a central gable built into the front elevation, and as such does not conform to the City of London’s Ontario cottage style.

16 Lynne D. DiStefano, “The Ontario Cottage: The Globalization of a British Form in the Nineteenth Century,” *Traditional Dwellings and Settlements Review*, Vol. 12, No. 2 (SPRING 2001), p. 34.

17 Ibid.

18 Ibid, p. 42.

19 “City of London Register of Cultural Heritage Resources,” December 9, 2022, p. viii.

6.2.2 WORKERS' HOUSING

Workers' housing is not a strictly defined typology. The term refers to a broad range of structures related to housing workers, often in urban contexts. Workers' housing is usually modest in size, but can have a variety of forms, styles and materials. It can be built by developers as speculative housing, by business owners to provide employees with accommodation, or by individual workers.

Workers' Cottage

A common type of workers' housing was the modest one-storey cottage, which was prevalent in multiple southern Ontario cities (Figure 45).²⁰ In London, such housing was located in late 19th / early 20th century industrial or working class neighbourhoods, and was unified by a number of shared characteristics:

- One-storey height
- Hipped roof (without a central gable)
- Modest plan
- Central or side hall plan
- 3 bay arrangement
- Various cladding materials

The North Talbot Cultural Heritage Inventory refers to this specific type of workers' housing as workers' cottages. The dwelling at 176 Piccadilly Street reflects these characteristics, and can be classified as a workers' cottage.

6.2.3 COMPARATIVE ANALYSIS

Despite workers' cottages not being a nominal style or type explicitly identified in the City of London's Cultural Heritage Register, 61 examples of workers' cottages were identified by Heritage Planning staff and the consultant team on the register. Of these, 37 are listed and three are designated under Part IV of the OHA. Another 21 are designated under Part V of the OHA, being located in the Blackfriars-Petersville, Old East Village, East Woodfield Heritage Conservation Districts. A cross section of ten examples is reflected in the table below with photographs.

The workers' cottages on the heritage register reflect a variety of dates, ranging from the mid-19th century through the 1930s. Fifteen examples have a date of construction of 1870 or earlier, equalling about 25% of those on the heritage register. Workers' cottages on the register include both centre and side hall plan types, and feature a variety of cladding materials, including brick, wood and stucco. Twenty examples are found south of 176 Piccadilly Street in the North Talbot area, representing the development of the neighbourhood as an industrial working class area in the late 19th century (see 175 & 145 Ann Street below).

²⁰ Don Loucks and Leslie Valpy, *Modest Hopes: Homes and Stories of Toronto's Workers from the 1820s to the 1920s* (Toronto: Dundurn Press, 2021), p. 28.

The integrity of workers’ cottages included on the heritage register varies, with typical modifications including cladding, window and door replacement. Some examples appear to retain a high degree of integrity however, which is especially apparent in windows and door openings. Several examples retain historic (presumably) door configurations, including sidelights and transom windows. Examples with wooden sash windows are also found, two of which being clad in wood also retain decorative wooden window trim (see 270 Cheapside Street and 8 Leslie Street below).

All three workers’ cottages designated under Part IV of the OHA contain historic transoms over the front door, while two of the three examples also boast wooden sash windows (see 43 Evergreen Avenue and 10 McClary Avenue below).



(All images Google Street View)



(All images Google Street View)

7.0 ANALYSIS AND EVALUATION

This section evaluates the property against the nine criteria in the OHA used for determining cultural heritage value or interest (O. Reg. 9/06). The evaluation results provide the basis for recommendations to designate the property under Part IV, subsection 29(1) of the OHA, and if applicable, a statement of cultural heritage value.

7.1 O. REG. 9/06

| Criteria | Screening |
|--|--|
| <p>1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.</p> | <p>No - The Cultural Heritage Register contains over 60 examples of workers' cottage buildings, with several examples located within the vicinity of the subject property. This building type is not rare within a London-context.</p> <p>The register also shows that 15 of the workers' cottages date from 1870 or earlier, indicating that the subject property is not an early example of the type.</p> <p>The subject property does exhibit several traits of the workers' cottage building type, including its three bay facade with central doorway, modest rectangular massing, hipped roof, and use of vernacular materials. The dwelling's diminutive size and lack of embellishment reflects typical traits of workers' housing.</p> <p>Overall however any representational design value is challenged by the lack of original doors and windows, and the loss of the historic window trim, the latter of which was among the building's most important historic detailing. This loss of integrity makes it hard to consider the subject property an archetype of an Ontario cottage, and as such a representative example of the building</p> |

| Criteria | Screening |
|--|---|
| <p>2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.</p> | <p>No - As a modest, vernacular worker’s dwelling, the subject property is highly functional, lacking any obvious decorative elements or embellishments that would otherwise have the potential to display significant craftsmanship or artistic merit.</p> |
| <p>3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.</p> | <p>No - As a worker’s dwelling, the subject property served a straightforward, functional purpose and no evidence of notable technologies was found.</p> |
| <p>4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.</p> | <p>Yes - The subject property has direct associations with the theme of 19th century industrial activity in North Talbot, specifically the tannery industry which was significant to London as an employer.</p> <p>The subject property is located in a former industrial neighbourhood characterized by medium and large-scale industrial buildings, complexes and transportation corridors, alongside diminutive worker’s housing.</p> <p>Remaining evidence of industrial activity includes: CPR line; 100 St. George Street (former glass warehouse); 123 St. George Street (former CPR cold storage); 72 Ann Street (former barrel shed and cold storage of the Carling Brewery); 197 Ann Street (former Kent Brewery); 715-717 Richmond and 215 Piccadilly (former Fireproof Warehousing Company). Remaining evidence of worker’s housing includes: properties along Ann Street both east and west of St. George Street, notably the terrace at 146-154 Ann Street.</p> <p>The connection to the significant theme is through Martin Morkin who was the original owner and occupant of the subject property. Morkin was tanner and employee at the Hyman Tannery. He lived at the subject property between c.1871 and c.1881 when he moved to the property directly to the north.</p> |

| Criteria | Screening |
|---|--|
| 5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture. | No - Although its modest size and simple form are characteristic of worker’s housing, the subject property does not yield information that contributes to, or furthers an understanding of a historic working class community. |
| 6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community. | No - No architect, artist, builder, designer or theorist was identified. |
| 7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area. | No - Although the subject property is located in a former industrial neighbourhood, it is located to the north of the majority of the remaining industrial and residential properties and is separated from them by the CPR line. As a result, it has not been determined that the subject property is important to defining, maintaining or supporting the character of the area. |
| 8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings. | No - The subject property is no longer historically linked to its surroundings since the Hyman Tannery building has been demolished. |
| 9. The property has contextual value because it is a landmark. | No - The subject property is not considered a landmark. |

8.0 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The evaluation determined that 176 Piccadilly Street meets one criteria (criteria 4) of O. Reg. 9/06 of the Ontario Heritage Act (OHA). A property may be included on a municipal heritage register under Part IV, subsection 27(3) if it meets one or more of these criteria. In order to be designated under Part IV, subsection 29(1) of the OHA, a property must meet two or more criteria.

While the subject property meets the threshold for inclusion on the City of London Heritage Register, it does not meet the threshold for designation and therefore a Statement of Cultural Heritage Value or Interest was not created.

9.0 CONCLUSIONS AND RECOMMENDATIONS

The evaluation determined that 176 Piccadilly Street meets one criteria (criteria 4) of O. Reg. 9/06 of the Ontario Heritage Act (OHA). The property does not meet the threshold for designation under Part IV, subsection 29(1) of the OHA. Accordingly, a Statement of Cultural Heritage Value or Interest identifying the heritage value(s) and attribute(s) was not created.

As a property that meets the threshold for inclusion on the heritage register for its historic associations with the 19th-century industrial activity in the North Talbot area, it is recommended that the interior and exterior of the building be documented through photography and building measurements, and that this CHER as well as the site documentation be kept on file at the City of London, Heritage Planning Department. Documentation through the demolition process may provide additional information about the layout, chronology, and construction materials used for workers' housing in London in the late 19th century.

10.0 FIGURES



Figure 1: Satellite image showing the subject property outlined in red at the corner of St. George and Piccadilly Streets (Google; CBCollective, 2023).



Figure 2: View of the subject property from the south (CBCollective, 2023).



Figure 3: View of the CPR crossing directly south of the subject property (CBCollective, 2023).



Figure 4: View of the adjacent property to the east of the subject property (CBCollective, 2023).



Figure 5: View of the parking lot (former coal yard and shed) to the southeast of the subject property (CBCollective, 2023).



Figure 6: View of the property (former cold storage building) directly to the west of the subject property (CBCollective, 2023).



Figure 7: View of property directly adjacent to the north of the subject property (CBCollective, 2023).



Figure 8: View of the area to the southwest of the subject property (CBCollective, 2023).



Figure 9: View of the dwelling's south and west elevations (CBCollective, 2023).



Figure 10: View of the dwelling's east elevation and east addition (CBCollective, 2023).



Figure 11: Configuration of the west elevation (CBCollective, 2023).



Figure 12: Configuration of the east elevation, with east addition at right (CBCollective, 2023).



Figure 13: Configuration of the rear, north elevation (CBCollective, 2023).



Figure 14: Detail of brickwork on the west foundation, showing re-pointed joints alongside historic pointing with bead tool profile (CBCollective, 2023).



Figure 15: Upper west corner of the south elevation, showing wood siding, corner and cornice board detailing (CBCollective, 2023).



Figure 16: Detail of white soffit and black fascia boards as seen on the west elevation (CBCollective, 2023).



Figure 17: Detail of the chimneys, with former cast chimney cap dislodged and resting against the brick structure (CBCollective, 2023).



Figure 18: Closeup view of the front porch roof. No major evidence of previous detailing was observed (CBCollective, 2023).



Figure 19: View of the west window opening on the south elevation showing removed window and the former profile of the wood surrounds (CBCollective, 2023).



Figure 20: Remnant wooden cornice above the window opening on the west elevation (CBCollective, 2023).



Figure 21: Exposed window openings reveal the use of machine-made nails (CBCollective, 2023).



Figure 22: Trees and grass in the property's landscape (CBCollective, 2023).

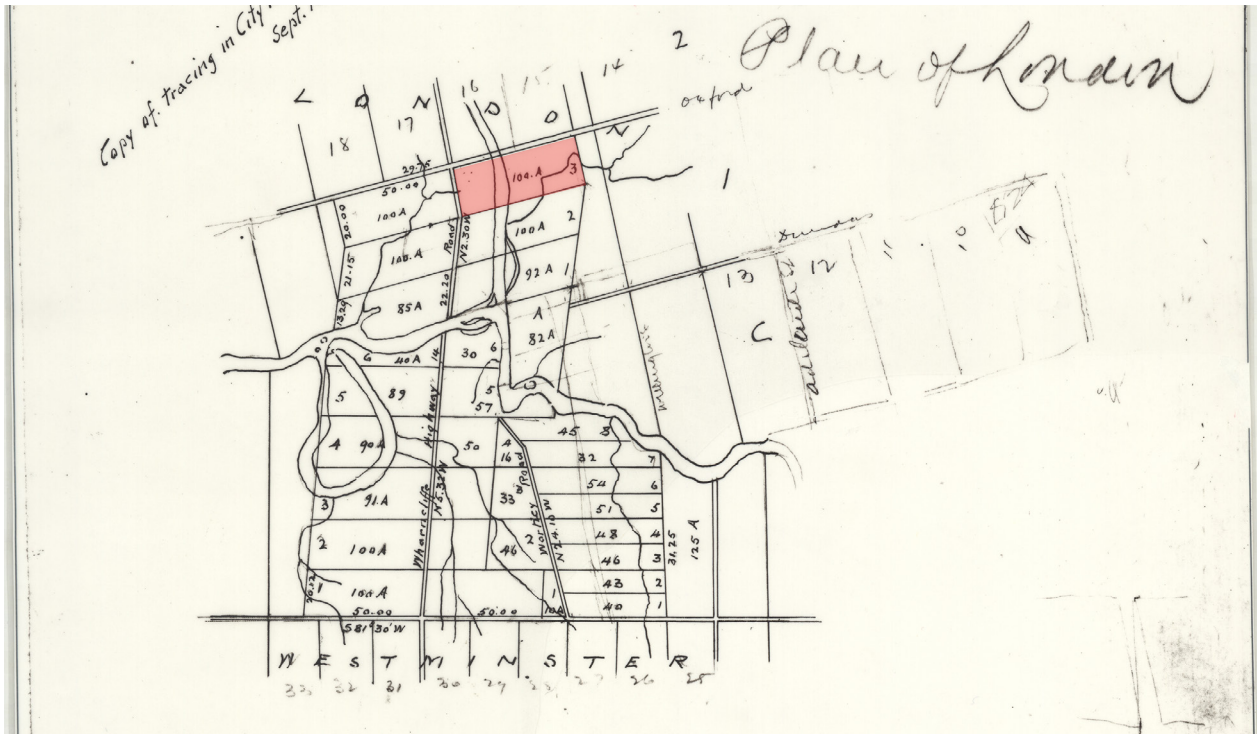


Figure 23: 1905 copy of a map showing the Wharncliffe Highway survey. Lot 3 is highlighted red at top right (UWO Archives: 2105601)



Figure 24: Detail of William Robinson's 1840 map of London. A red circle has been added showing the approximate location of the subject property, north of the mill pond (UWO Archives: CXX11).



Figure 25: A map overlaid with historic features of London as of the 1840s, with the subject property outlined in red. Note the mill pond (named Lake Horn on this plan), with John Kent's farm to the south and the original city townsite further south still (UWO Archives: 2104901)



Figure 26: Nathaniel Steevens' 1850 sketch of part of the London Township, showing the original townsite blocks outlined in pink, with agricultural lands and the mill watercourse further north. A red circle has been added to approximate the location of the subject property (UWO Archives: CX1007)

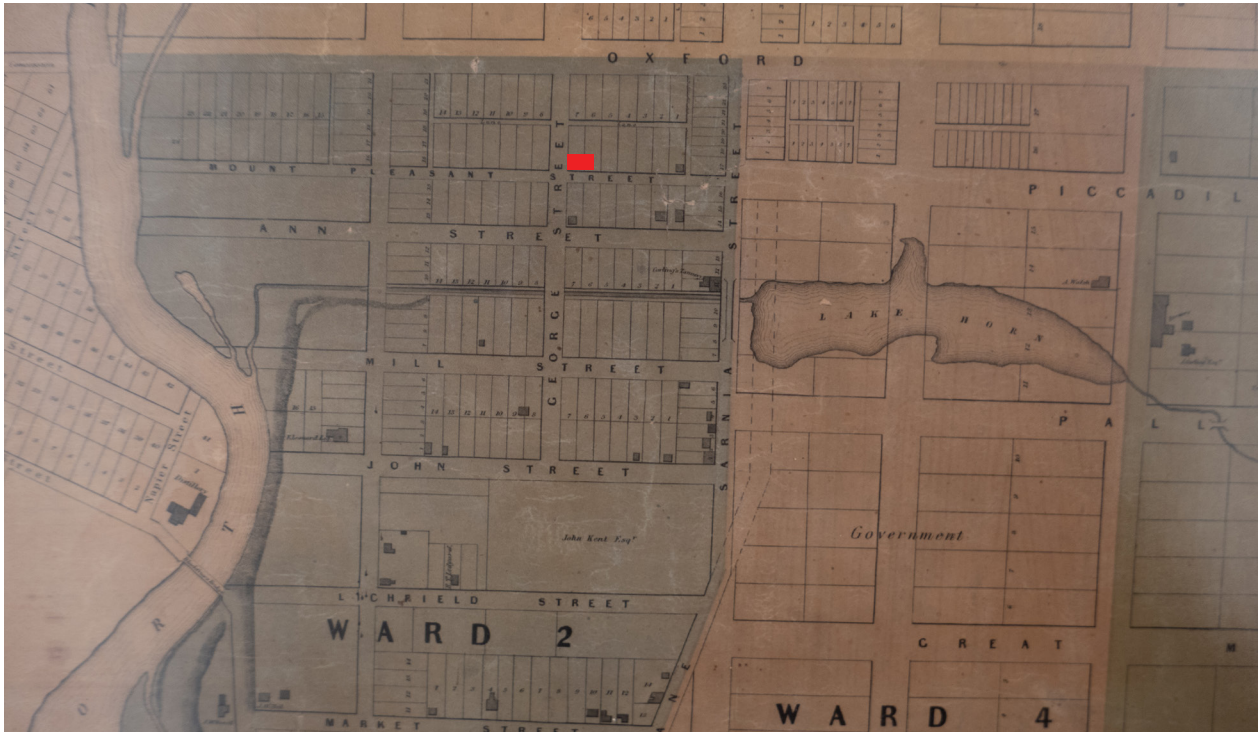


Figure 27: Detail of Samuel Peters' 1855 Map of the City of London, showing the street and block patterns established by surveys, the dammed Lake Horn further east, and its straightened watercourse leading to the Thames River. Subject property is approximated in red (UWO Archives: CXX10).

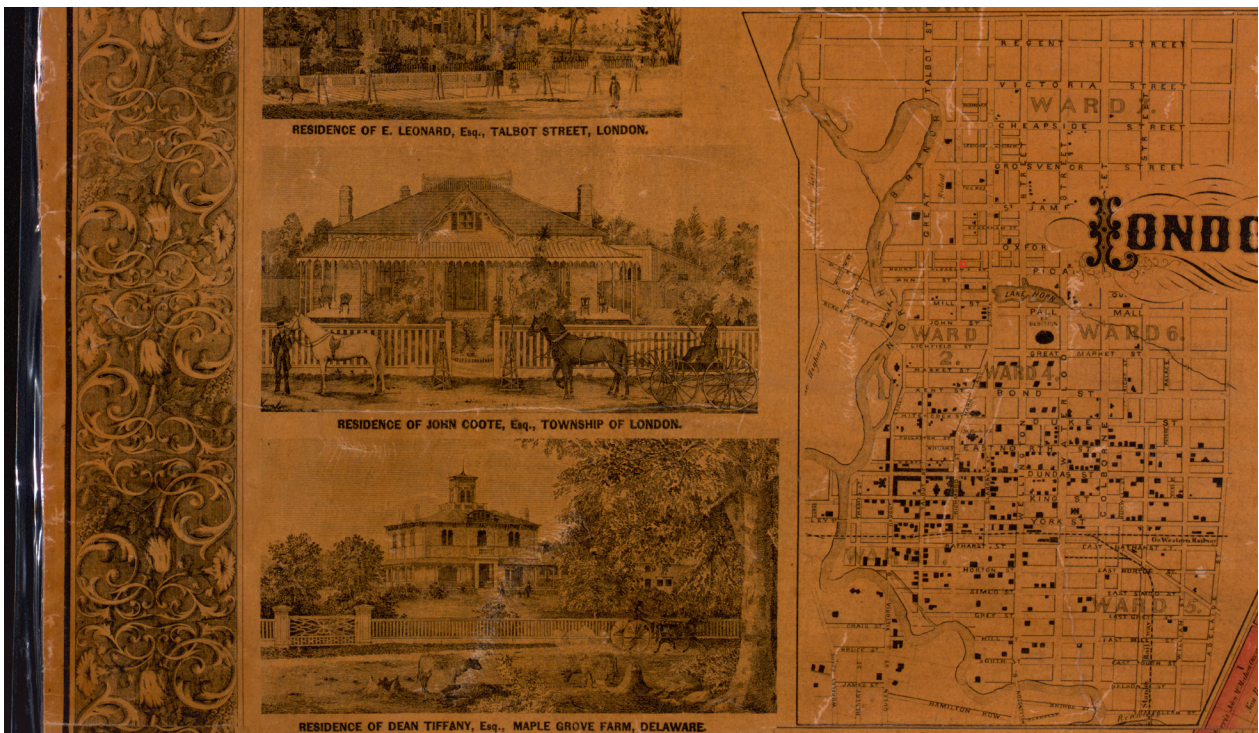


Figure 28: Detail of inset map of London the Tremaine's 1862 map of Middlesex County, showing sparse development around the subject property (red circle) at the time (UofT Map and Data Library).

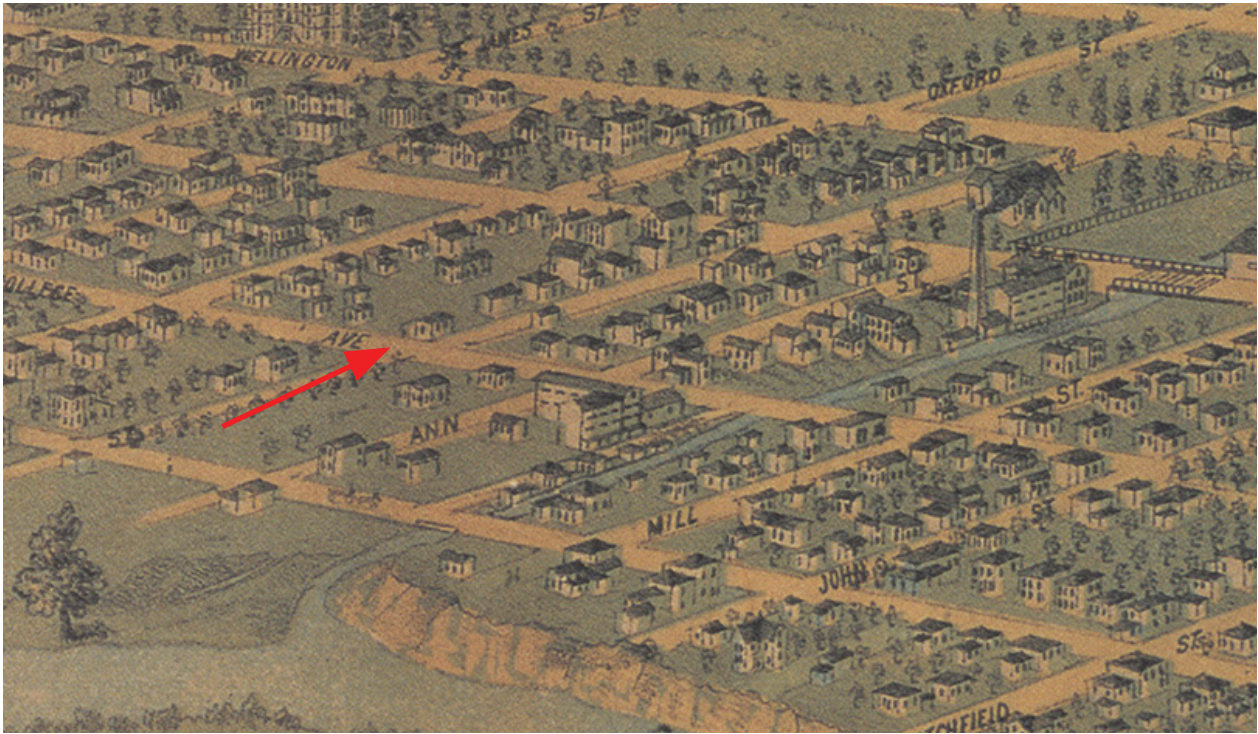


Figure 31: Detail from 1872 bird's eye drawing of London, showing the subject property (red arrow) north of the industries established on Carling's Creek leading to the Thames River (UWO Archives: 2103201).

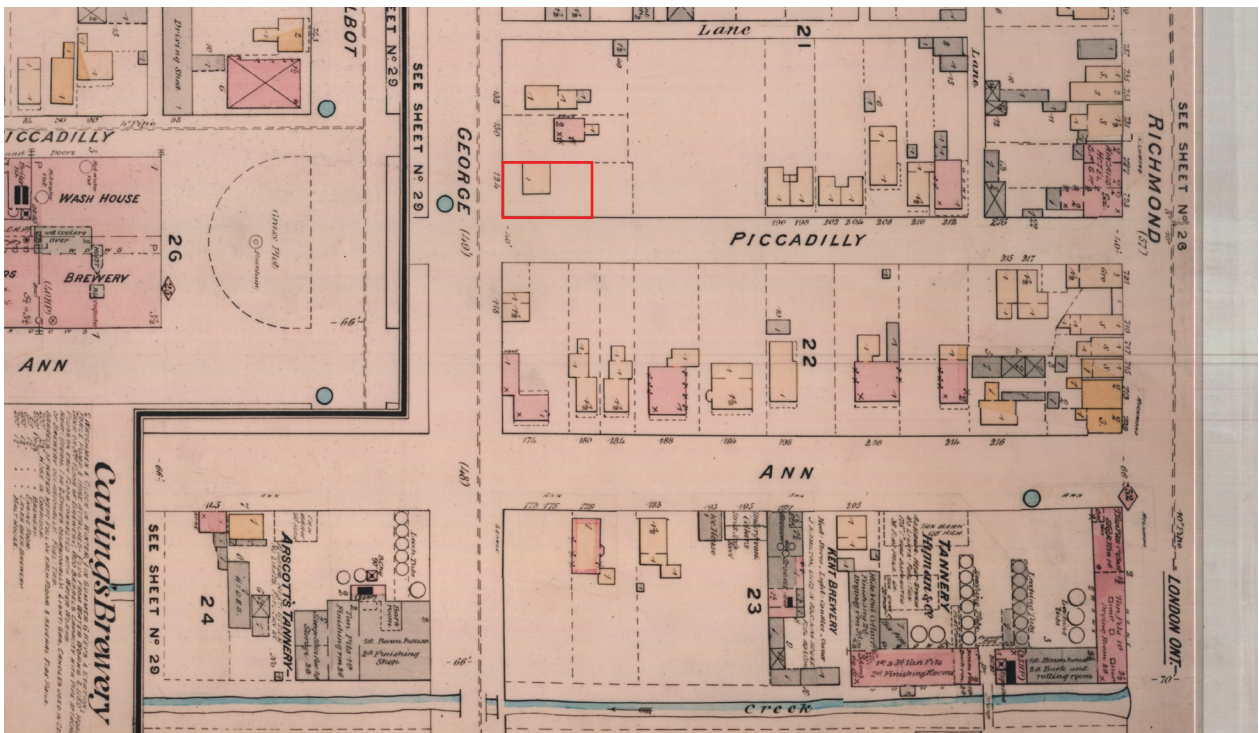


Figure 32: The 1881 revised 1888 FIP showing the Hyman Tannery at Ann and Richmond streets and Arcsott's Tannery at Ann and St. George streets. Subject property outlined in orange (UWO Archives).

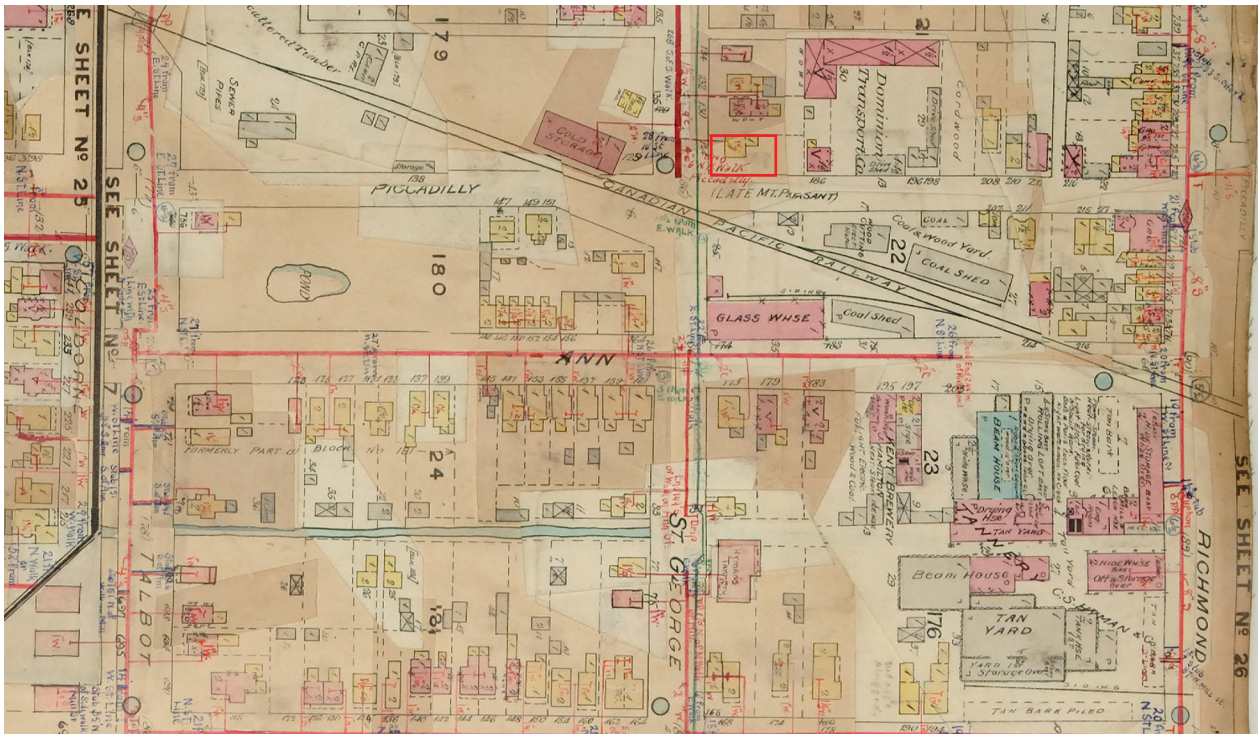


Figure 33: The 1892 revised 1907 FIP showing the CPR line, coal yard and shed on Piccadilly and the expanded Hyman Tannery. Subject property outlined in orange (UWO Archives).

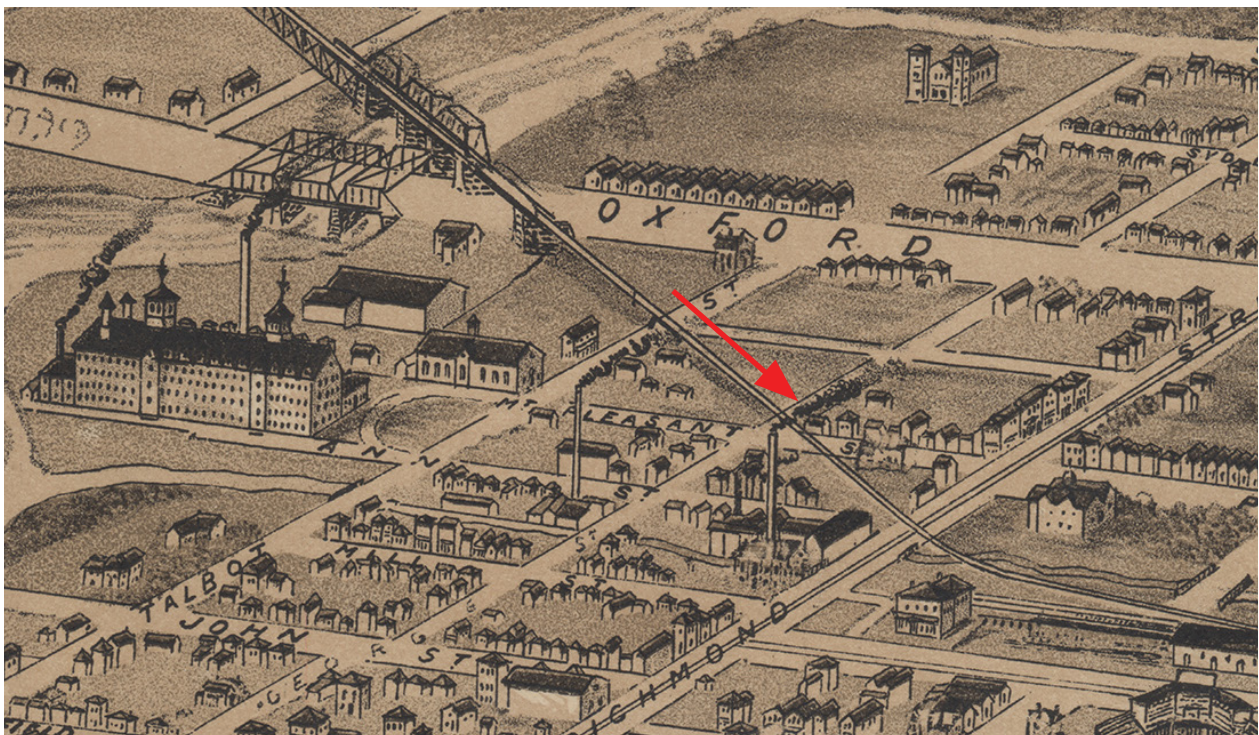


Figure 34: Detail from 1890 bird's eye, with the subject property indicated by red arrow (UWO Archives: CX124).

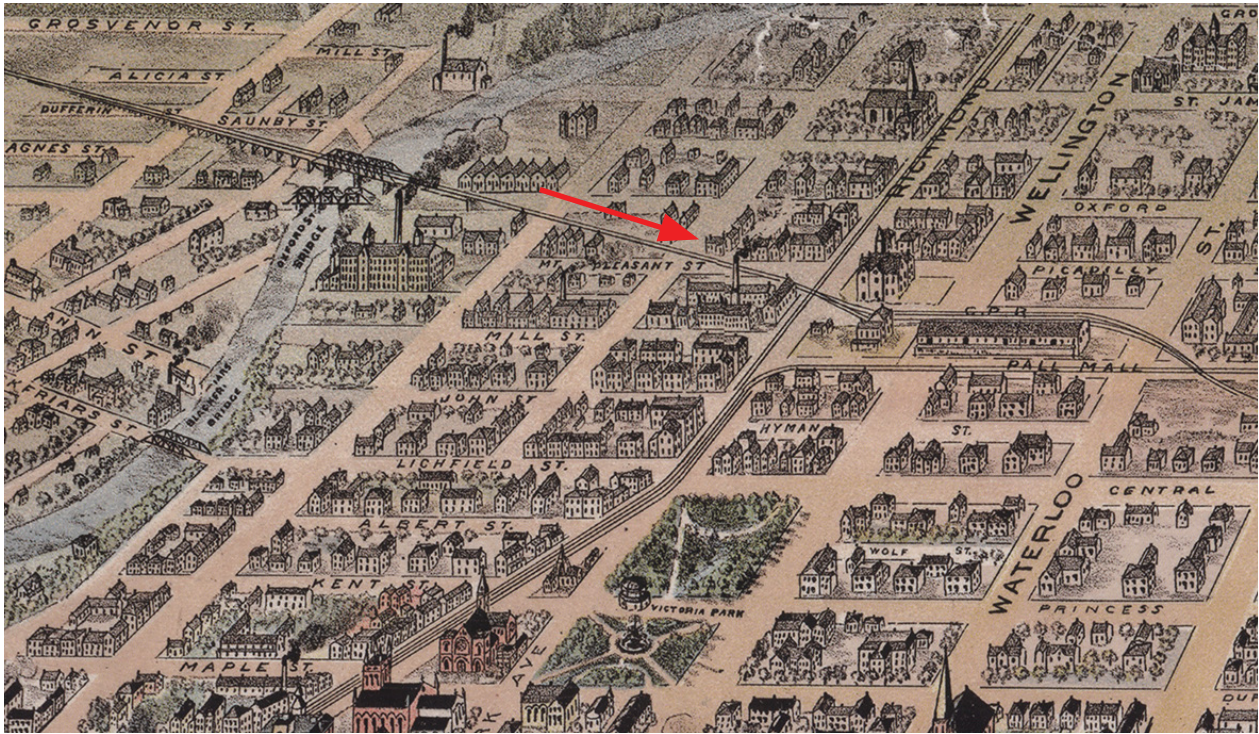


Figure 35: Detail from 1893 bird's eye, with the subject property indicated by red arrow (UWO Archives: 1346301).

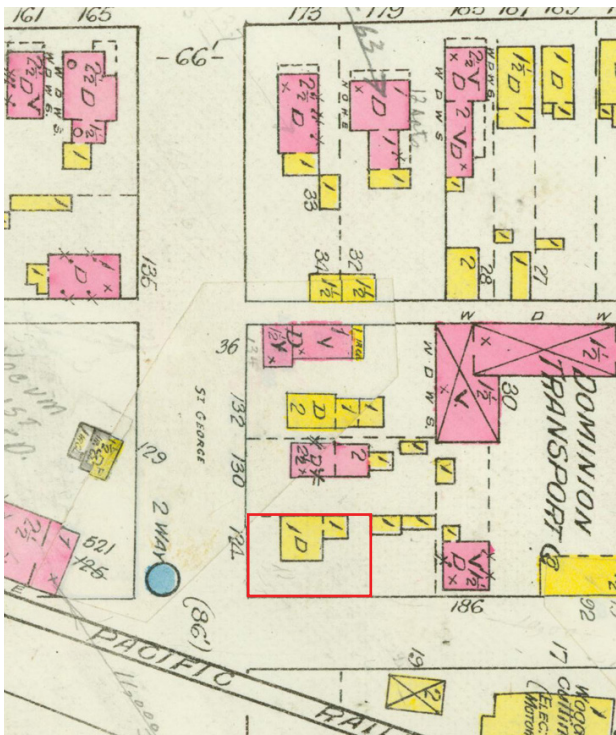


Figure 36: Detail from 1912 revised 1915 fire insurance plan, with subject property outlined in orange (UWO Archives).

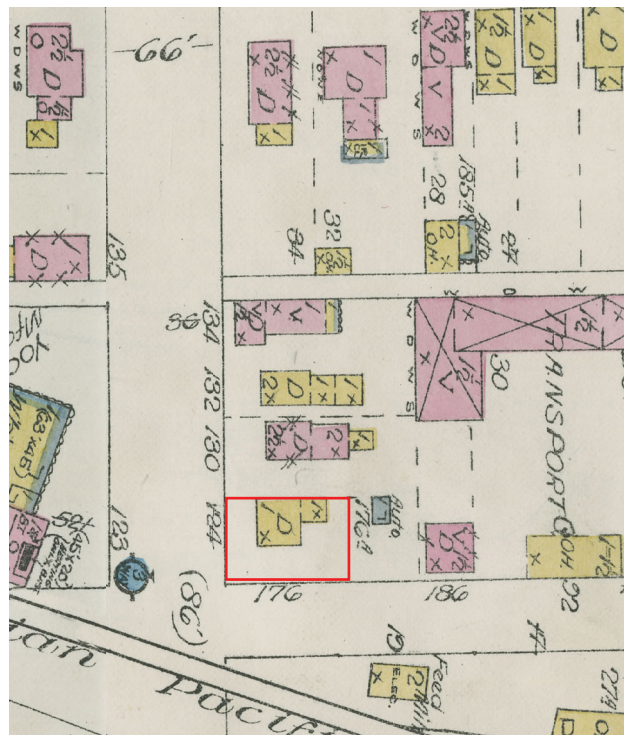


Figure 37: Detail from 1912 revised 1922 fire insurance plan, with subject property outlined in orange (UWO Archives).



Figure 38: Detail from 1929 fire insurance plan, with subject property outlined in orange (UWO Archives).

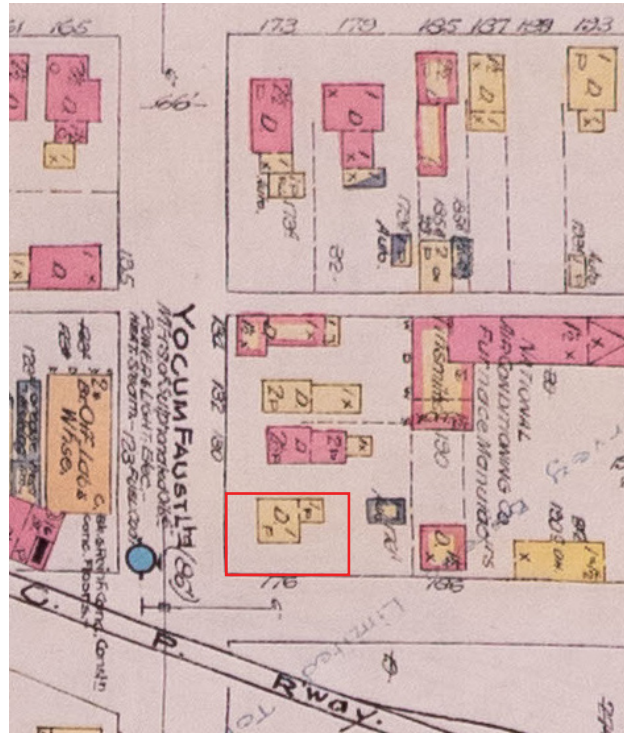


Figure 39: Detail from 1940 fire insurance plan, with subject property outlined in orange (UWO Archives).

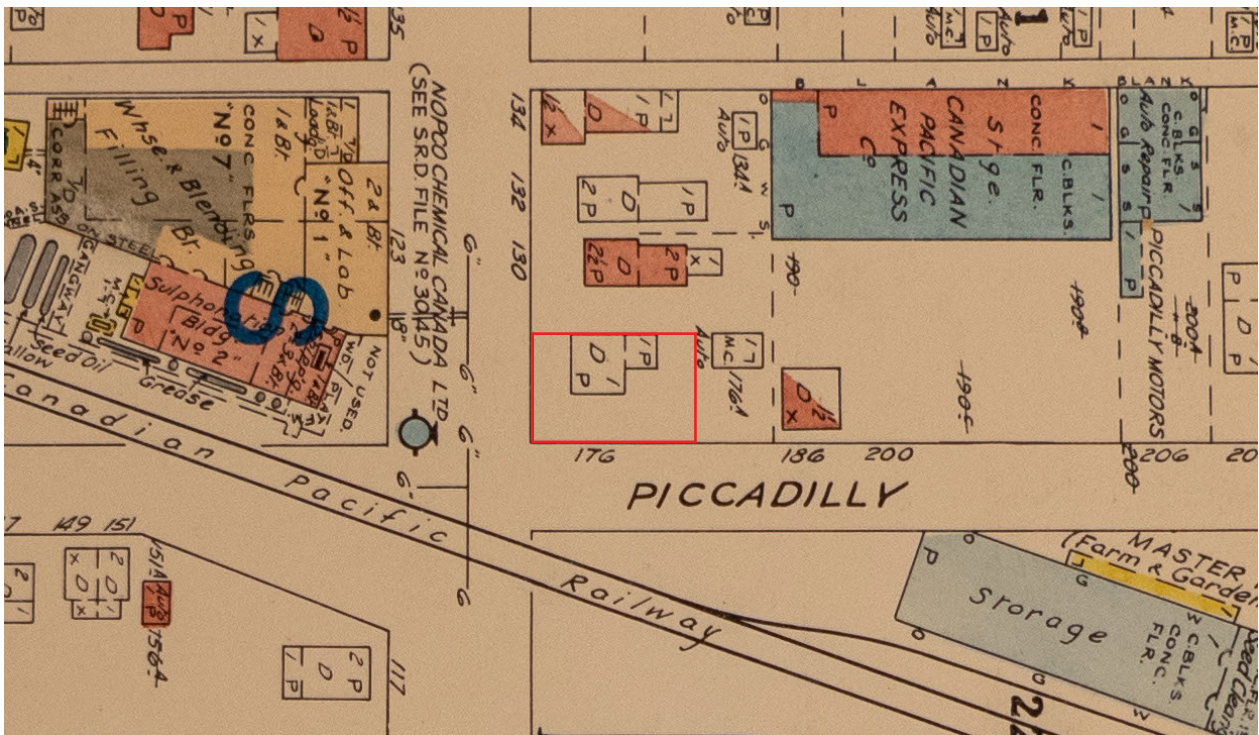


Figure 40: Detail from 1958 fire insurance plan, with subject property outlined in orange (UWO Archives).



Figure 41: Google Street View image showing the property in 2015, with similar conditions as in 2009 (Google).



Figure 42: Google Street View image showing the property in 2015, with similar conditions as in 2009 (Google).



Figure 43: Examples of housing patterns provided in the February 1864 edition of *The Canada Farmer* (as found in DiStefano, *The Ontario Cottage*, p. 41).

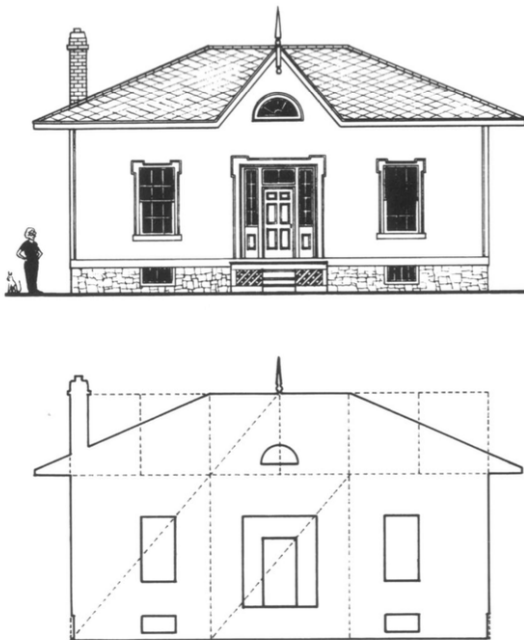


Figure 44: Drawing of a typical Ontario cottage made by Lee Ho Yin: Hoovey Cottage in Port Hope (DiStefano, *The Ontario Cottage*, p. 34).



Figure 45: Examples of one-storey workers' cottages in Toronto. Hipped roofs are more common on London examples (Modest Hopes, pp. 30 & 33).

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Upper Thames River Conservation Authority, "The Thames River Watershed and Traditional Territory," <https://thamesriver.on.ca/about-us/thames-river-watershed-and-traditional-territory/>

From:

Sent: Friday, September 15, 2023 1:19 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] 176 Piccadilly Street Heritage

Please add my letter to the public agenda re:

3.2 Request to Remove Property from Register of Cultural Heritage Resources - 176 Piccadilly Street

Dear Members of the Planning and Environment Committee,

The building at 176 Piccadilly is over 200 years old and therefore can NEVER meet the 3 heritage criteria needed for heritage designation because it is a simple wood structure common of rural London in the early 19th century. It not just the house alone that is important. It is a house that was present when Carling Creek was running freely and open and next to a pond found on Ann St and Talbot St.

While some Councillors may believe that 'old' structures should not be preserved, even though all heritage buildings are old, simple wood structures that show us how early rural Londoners lived are as important as grand architectural buildings.

This house was lived in as recently as 2018, and has deteriorated significantly since through neglect. Demolition by neglect is ignored by Council because Council has shown little respect for our history, and by taking no action and mocking efforts by staff to safe guard our history, encourages investment property owners to let historical houses rot.

This important historical remnant of rural living in London needs to be preserved either through heritage preservation or as a museum piece. We are not so simple that we can't appreciate our early modest beginnings beyond that is 'grand'.

And for those Councillors who think that preserving our history 'gets in the way' of development, fail to appreciate the cultural and economic value of integrating history with contemporary.

Sincerely,

AnnaMaria Valastro

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: Schlegel Villages Incorporated
3030 Singleton Avenue
File Number: Z-9640, Ward 10
Date: September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Schlegel Villages Incorporated relating to the property located at 3030 Singleton 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 R5/R6/R7 (R5-5/R6-5/R7*D100*H30) Zone, **TO** a Residential R5/R6/R7 Special Provision (R5-5/R6-5/R7()*D100*H30) 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 Neighbourhoods Place Type and Key Directions; and
- iii) The recommended amendment facilitates an appropriate land use within a new development in the Built Area Boundary.

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 R5/R6/R7 (R5-5/R6-5/R7 *D100 *H30) Zone to a Residential R5/R6/R7 Special Provision (R5-5/R6-5/R7() *D100 *H30) Zone.

Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions that will facilitate the proposed land use (school) at an appropriate scale within the building by limiting the gross floor area of the proposed classroom space.

Purpose and the Effect of Recommended Action

The recommended action will permit a "living classroom" within the proposed continuum-of-care facility.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, Londoners have safe access to public spaces, services, and supports that increase wellbeing and quality of life.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Z-6900 – November 2005 (see below for details)

OZ-7160 – July 2006 (see below for details)

1.2 Planning History

The subject lands were combined with lands between Southdale Road West and Wharncliffe Road South in a Zoning By-law Amendment application in 2005 (Z-6900), where 3030 Singleton Avenue was proposed to be rezoned from an Agricultural A2 and A3 Zone to a Holding Residential R5/R6/R7 (h-53 R5-5/R6-5/R7*D100*H30) Zone. The decision of Z-6900 was appealed specifically to address the alignment of the Bradley Avenue extension.

To continue the process of development at 3030 Singleton Avenue, an application for an Official Plan Amendment and Zoning By-law Amendment (OZ-7160) was submitted. The Zoning By-law Amendment effectively asked for the same zoning as the Z-6900 application (h-53 R5-5/R6-5/R7*D100*H30), but specifically for the lands at 3030 Singleton Avenue. The Official Plan Amendment requested a change from the Open Space designation to Multi-Family, Medium Density Residential, as new flood line mapping was received and approved by the Upper Thames River Conservation Authority. The application was approved.

A consent application was submitted in 2020 (B.016/20) to sever a portion of the lands on the east side of the subject lands which was being used for a nursing home. The consent was granted in July 2021.

The owner came in for Site Plan Application in 2019 (SPA19-040) to continue the original proposed development of the senior citizens apartment building and continuum-of-care facility. Site Plan Approval was granted in 2020.

1.3 Property Description and Location

The subject lands consist of two lots, 3030 Singleton Avenue and the adjacent lot to the east. The lands are located on the southeast corner of the Southdale Road West and Singleton Avenue intersection, in the Bostwick Planning District.

The eastern lot contains a nursing home originally built in 2008 (subject to the B.016/20 consent application), which is considered Phase I of the 3030 Singleton Avenue development. The western lot is currently under construction for Phase II and will consist of 177 retirement home units and 50 senior citizens' apartments within an 8-storey building. Phases III and IV are to follow on the west end of the western lot.

The lands are within the residential Bostwick neighbourhood. Residential development of the subdivision began in the late 2000s and has continued until present. The development has mainly consisted of single detached dwellings and townhouses (in townhouse condo developments), as well as some parks (Westbury Park, Pincombe Park North). Commercial and retail uses are present further to the east and west along Southdale Road West and Wharncliffe Road South.

Site Statistics:

- Current Land Use: future senior citizens apartment (under construction)
- Area: 3.94 hectares (9.73 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Residential (townhouse condo, single detached)
- East: Residential (single detached)

- South: Residential (townhouse condo)
- West: Residential (townhouse condo), Pincombe Park Drain

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods
- Existing Special Policies: Southwest Area Secondary Plan (medium density residential designation)
- Existing Zoning: R5-4/R6-5/R7*D100*H30

Additional site information and context is provided in Appendix B.

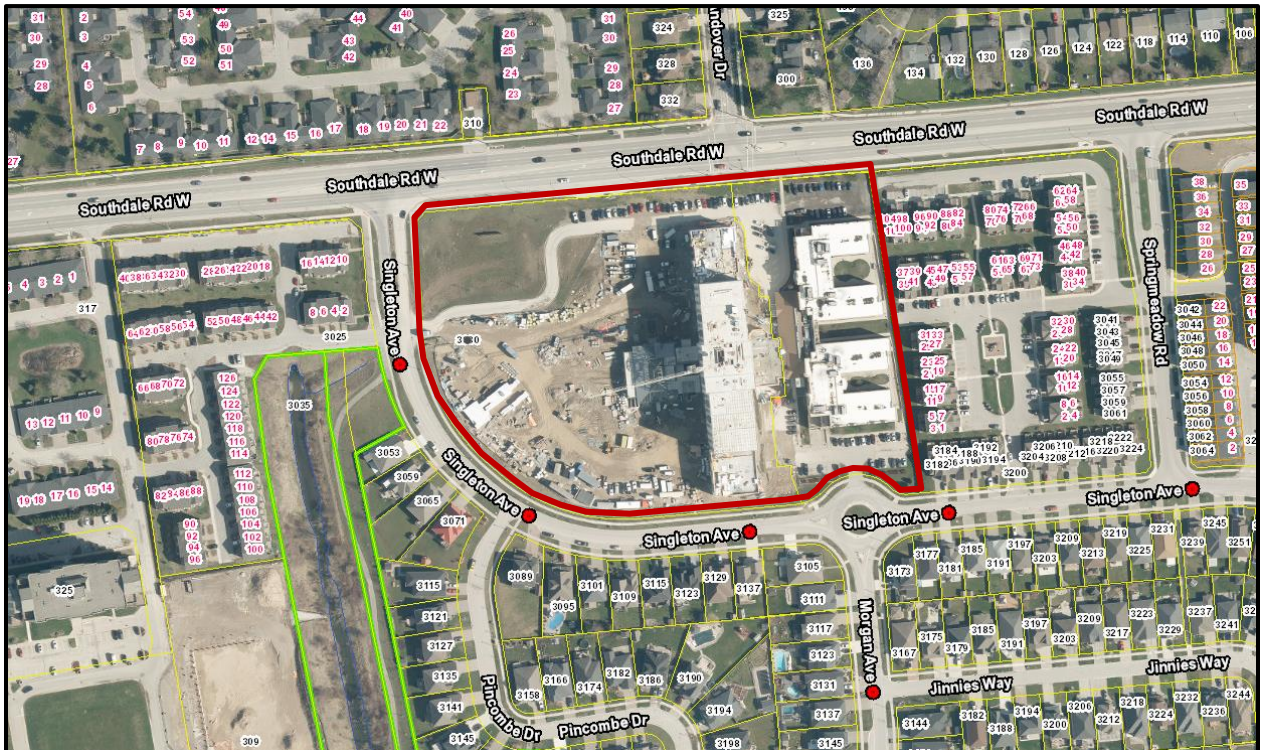


Figure 1- Aerial Photo of 3030 Singleton Avenue and surrounding lands

2.0 Discussion and Considerations

2.1 Proposal

The applicant is proposing to implement a “living classroom” into the currently developing continuum-of-care facility. The living classroom would partner with local colleges and academic institutions to provide students on-site learning opportunities. Students would interact directly with residents and staff of the continuum-of-care facility as part of their training.

The proposed living classroom would consist of internal changes to the site, with no changes to the proposed built form or overall development. The living classroom would be limited to a portion of the basement of the proposed development (approximately 509m² as proposed). For parking requirements, staff and students would be able to use the existing parking.

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

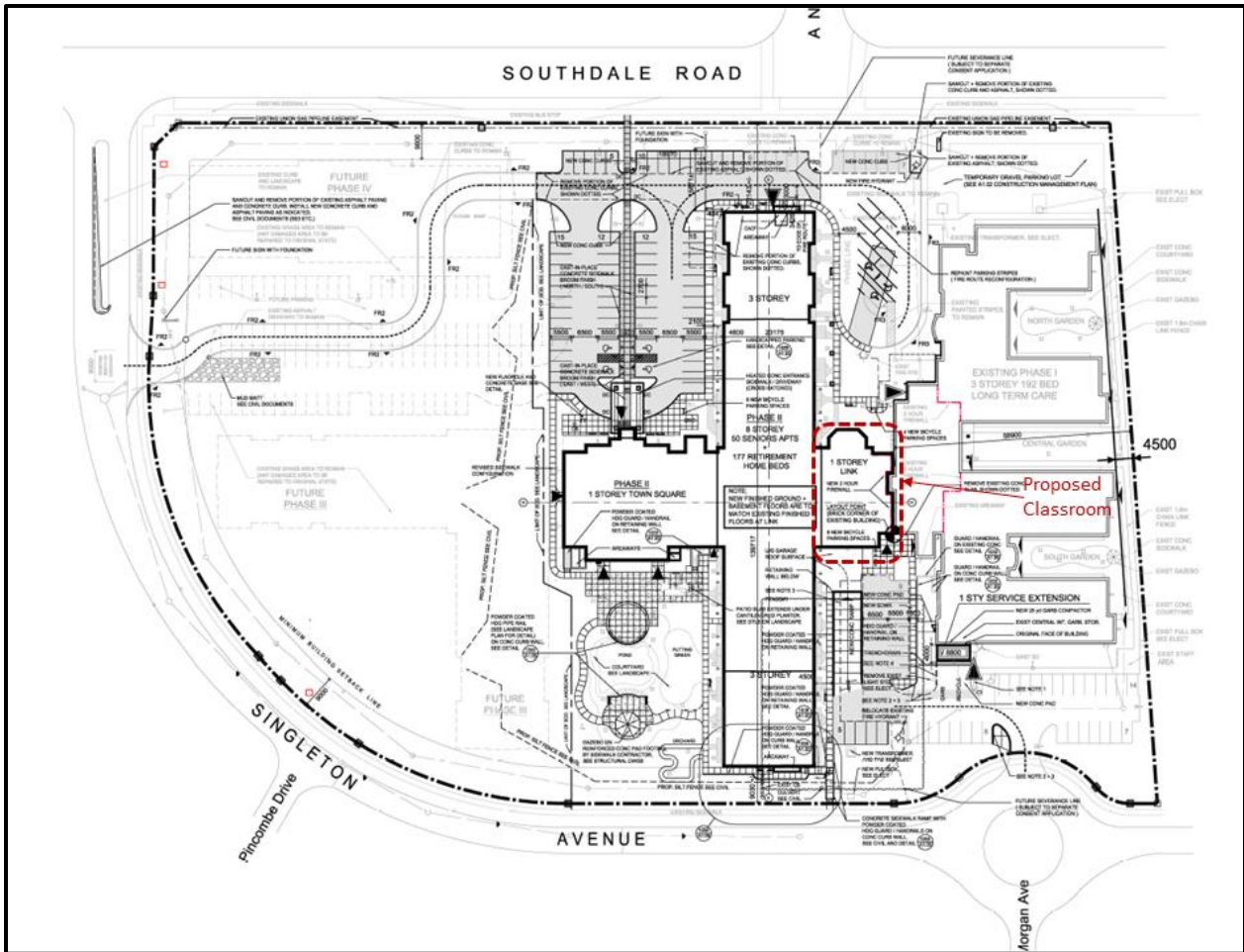


Figure 3 - Conceptual Site Plan (July 2023)

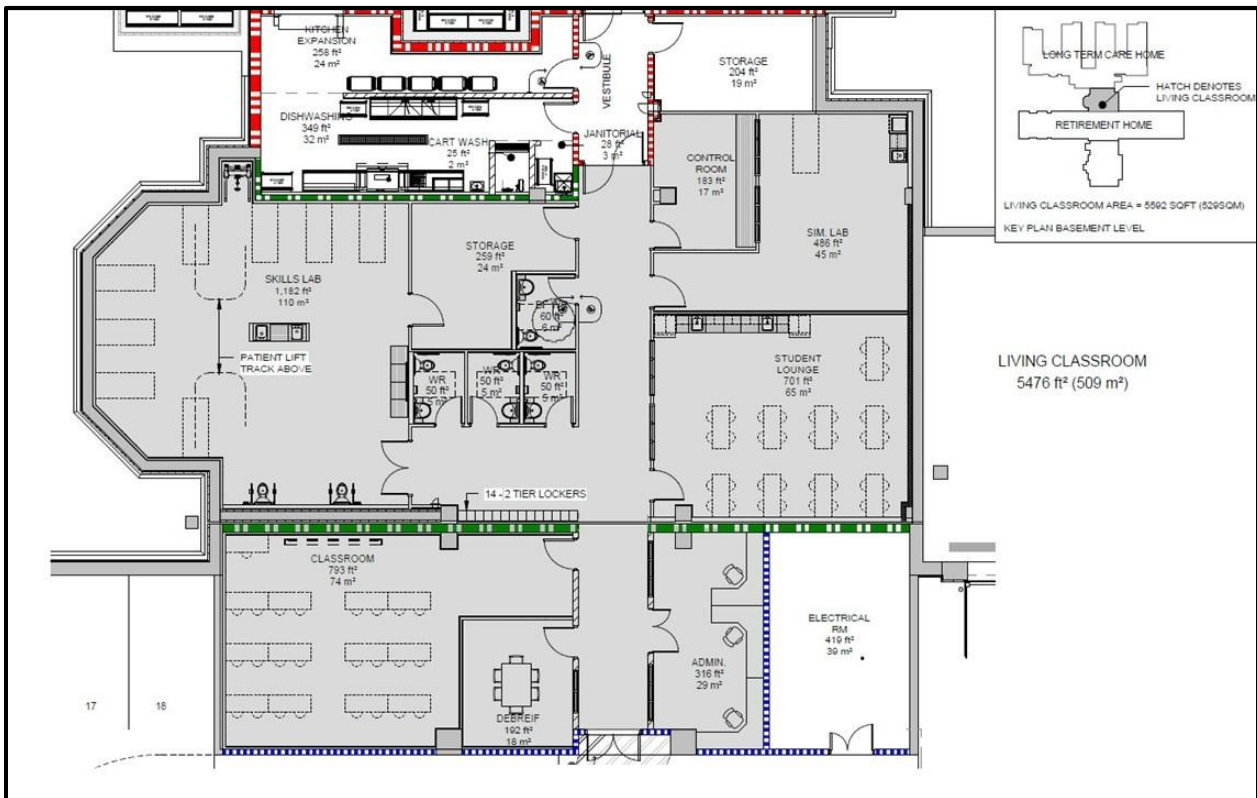


Figure 4 – Proposed living classroom floor plan (July 2023)

Additional plans and drawings of the development proposal are provided in Appendix C.

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R5/R6/R7 (R5-5/R6-5/R7*D100*H30) Zone to a Residential R5/R6/R7 Special Provision (R5-5/R6-5/R7(_)*D100*H30) Zone.

The following table summarizes the special provisions that have been proposed by the

applicant and those that are being recommended by staff.

| Regulation (R7(_)) | Required | Proposed |
|-----------------------------------|----------|-------------------|
| Maximum Gross Floor Area (School) | N/A | 600m ² |

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, however, no issues were identified by staff.

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

2.4 Public Engagement

On July 18, 2023, Notice of Application was sent to 288 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 27th, 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.

Southwest Area Secondary Plan

The *Southwest Area Secondary Plan* has been reviewed in its entirety and it is staff’s opinion that the proposed Zoning Bylaw amendment is consistent with it.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed school use is supported by the policies of the Provincial Policy Statement and contemplated in the Neighborhood Place Type in the London Plan. As per The London Plan policy, community uses associated with and integral to residential environments may be permitted. These uses include schools (TLP 930). While the living classroom use would not serve as a standard elementary or secondary school to the community, its function in association with the continuum-of-care facility maintains the intent of the policy. In order to implement the proposed use a special provision is required to permit the school as an additional land use within the R7 Zone.

4.2 Intensity

The proposed living classroom does not add any further units or contribute to density as a use. Existing servicing is available for the use, and parking requirements are met by the continuum-of-care's parking surplus. No other issues were raised regarding traffic, noise, or other negative impacts.

4.3 Form

The use does not propose any external changes to the development under construction. All changes would be internal and related to layout, which is shown on Figure 4.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R5/R6/R7 (R5-5/R6-5/R7*D100*H30) Zone to a Residential R5/R6/R7 Special Provision (R5-5/R6-5/R7()*D100*H30) 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 living classroom to support the continuum-of-care facility.

Prepared by: Noe O'Brien,
Planner, Planning Implementation

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

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

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

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 3030
Singleton 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 3030 Singleton Avenue as shown on the attached map comprising part of Key Map No. A111 **FROM** a Residential R5/R6/R7 (R5-5/R6-5/R7*D100*H30) Zone to a Residential R5/R6/R7 Special Provision (R5-5/R6-5/R7()*D100*H30) Zone.
2. Section Number 11.4 of the R7 Zone is amended by adding the following Special Provisions:

R7() 3030 Singleton Avenue
 - a. Additional Permitted Uses
 - i) School (within a Continuum-of-Care Facility)
 - b. Regulations
 - i) Maximum Gross Floor Area for Schools 600m² (6458.35 sq ft)

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.

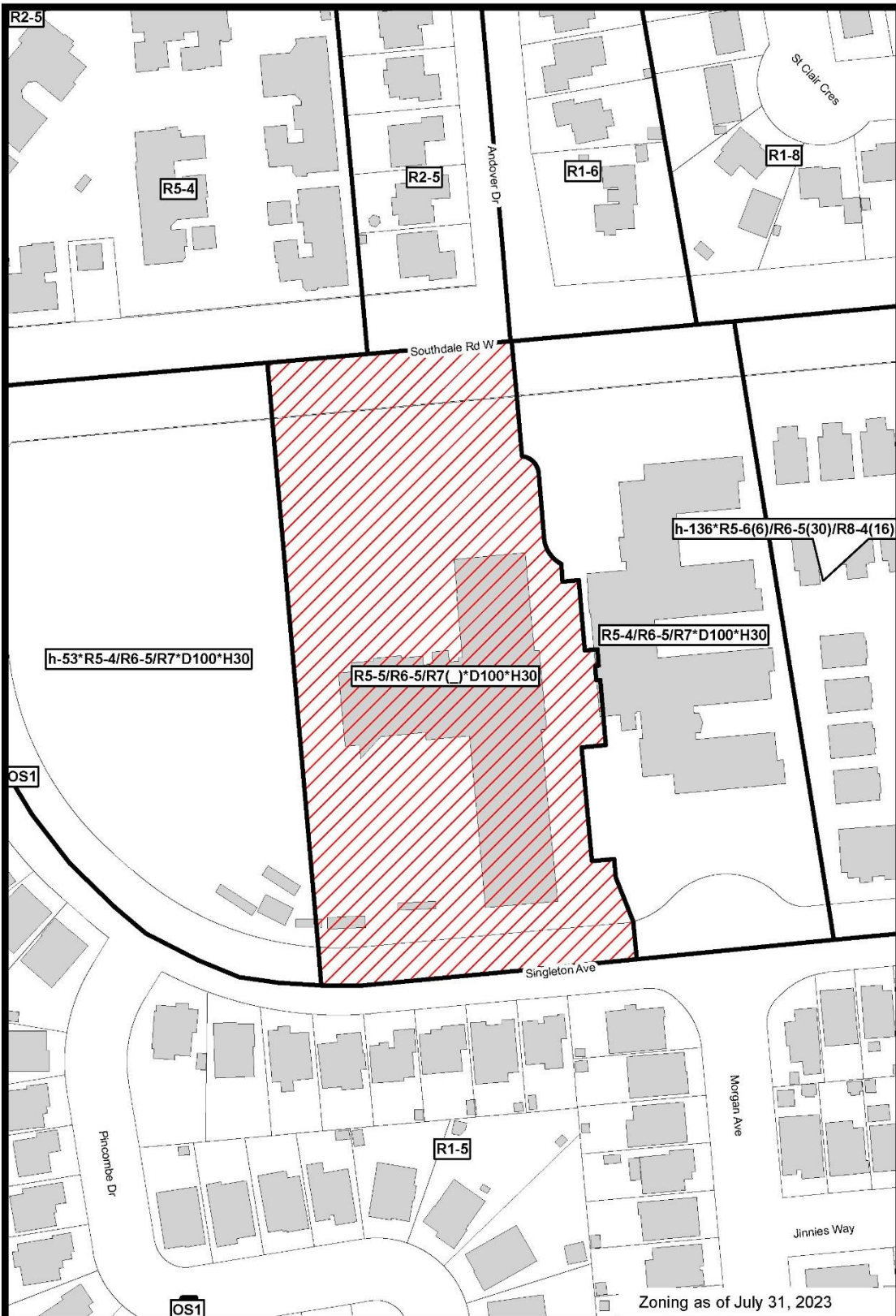
PASSED in Open Council on September 26, 2023

Josh Morgan
Mayor


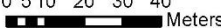

Michael Schulthess
City Clerk

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

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



Zoning as of July 31, 2023

| | |
|--|---|
| <p>File Number: Z-9640 Planner: NO Date Prepared: 2023/08/29 Technician: rc By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p>  |
|--|---|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|--|
| Current Land Use | Construction (senior citizens apartment) |
| Frontage | 234 Metres |
| Area | 3.93 Hectares (9.73 acres) |
| Shape | Irregular |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|--|
| North | Residential (townhouse condo, single detached) |
| East | Residential (single detached) |
| South | Residential (townhouse condo) |
| West | Residential (townhouse condo), Pincombe Park Drain |

Proximity to Nearest Amenities

| | |
|----------------------------------|---|
| Major Intersection | Southdale Road West and Wonderland Road South, 550m |
| Dedicated cycling infrastructure | Southdale Road West, adjacent |
| London Transit stop | Southdale Road West, adjacent (Route 12) |
| Public open space | Pincombe Park North, 150m |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Neighbourhoods Place Type fronting on a Civic Boulevard |
| Current Special Policies | Southwest Area Secondary Plan |
| Current Zoning | R5-4/R6-5/R7* <u>D</u> 100*H30 |

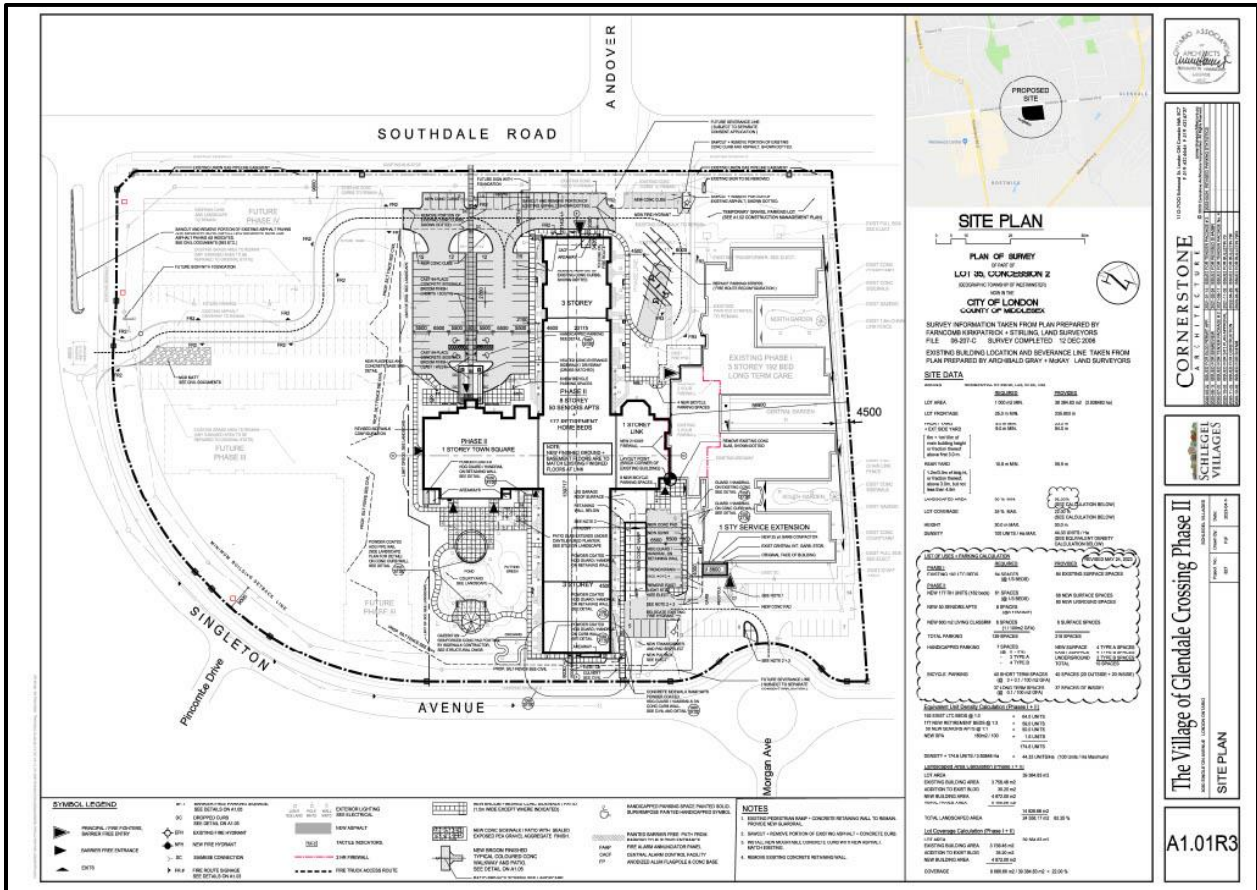
Requested Designation and Zone

| | |
|----------------------------|------------------------------------|
| Requested Place Type | No changes requested |
| Requested Special Policies | No changes requested |
| Requested Zoning | R5-4/R6-5/R7(<u> </u>)*D100*H30 |

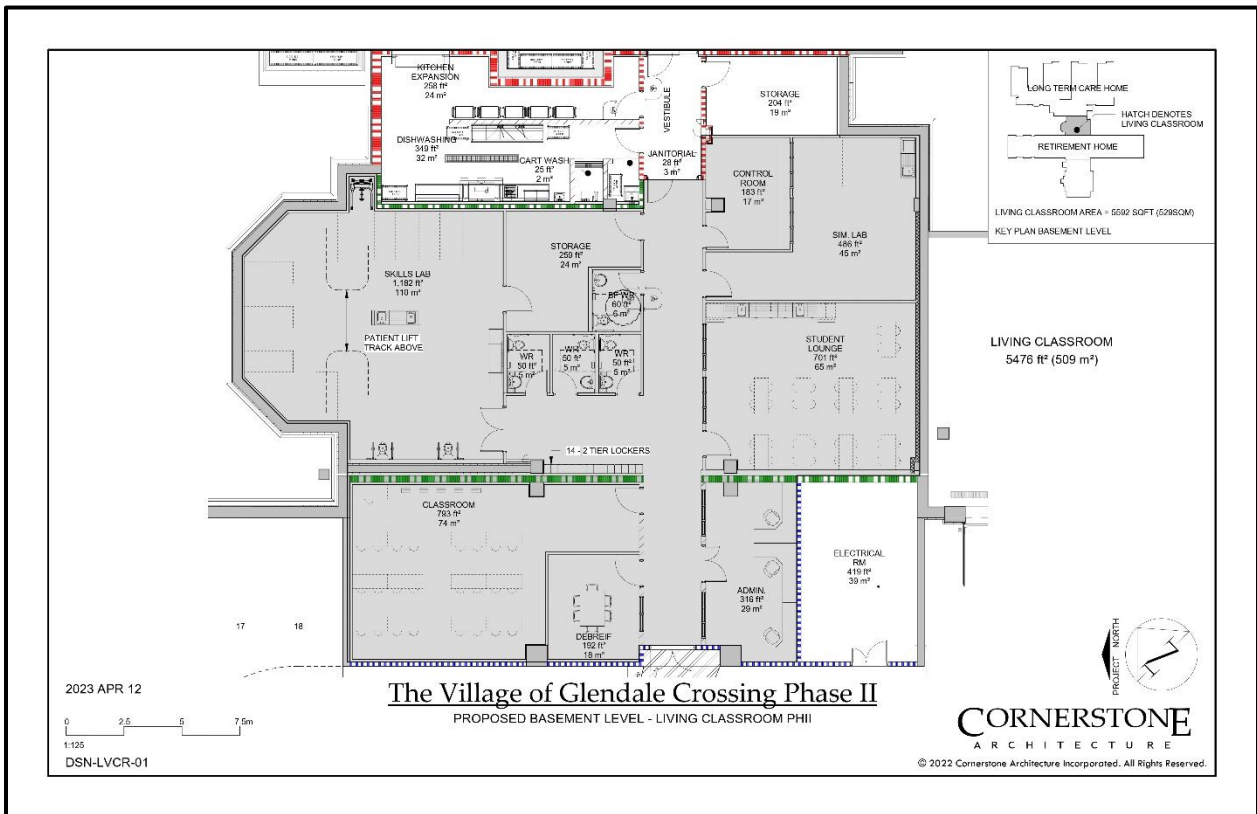
Requested Special Provisions

| Regulation (R7(<u> </u>)) | Required | Proposed |
|------------------------------|----------|-------------------|
| Maximum GFA (School) | N/A | 600m ² |

Appendix C – Additional Plans and Drawings



Site plan of 3030 Singleton Avenue (Phases 1 and 2)



Classroom floor plan

Appendix D – Internal and Agency Comments

Urban Design

- No Urban Design comments.

Parks Planning

- No comments.

Site Plan

- No comments – changes are internal and parking is met.

London Hydro

- This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- 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.

UTRCA

- No objections and no section 28 approval requirements.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Masar Development Inc. (c/o Abdul Zaro)
1208 Fanshawe Park Road East
City File: Z-9539, Ward 5
Public Participation Meeting

Date: September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Masar Development Inc. (c/o Abdul Zaro) relating to the property located at 1208 Fanshawe Park Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on 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 R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone.
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i. Ensure consent to injure or remove boundary trees is provided by the applicant;
 - ii. Additional tree plantings will be required to compensate for loss of trees;
 - iii. Relocate and screen the garbage collection pad away from the shared amenity space and consider providing private outdoor amenity space at the rear of Building B;
 - iv. Retain the walkways from each stacked-townhouse unit entrance to Fanshawe Park Road East,
 - v. Consider consolidating walkways to minimize impermeable surfaces and provide a wider shared walkway connection to the sidewalk along Fanshawe Park Road East;
 - vi. Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees;
 - vii. Provide additional landscaping or other measures to mitigate noise and lights from Fanshawe Park Road for the basement units located within Building A;
 - viii. Include short-term public bicycle parking in the development.

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 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii. The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies;

- iii. The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a broader range and mix of housing options within the area.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a 3.5-storey cluster stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 units per hectare (uph). Special provisions are required to permit a reduced minimum front yard depth of 3.0m, a reduced rear yard depth of 5.0m; and a maximum density of 74 units per hectare (uph).

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject site is located within the Stoney Creek Planning District on the north side of Fanshawe Park Road East, west of Highbury Avenue North. The site has an area of 0.36 hectares with a frontage of 60 metres onto Fanshawe Park Road East. The site previously contained a two-storey single detached dwelling with an attached garage and a small accessory structure, all of which were demolished in December 2022. The subject site is also directly adjacent to a Listed Heritage Property, 1186 Fanshawe Park Road East.

The surrounding neighbourhood consists of a mix of current and future residential uses, and institutional uses (church). At present, there are two driveway access points to the site from Fanshawe Park Road East. Fanshawe Park Road East is a four-lane Urban Thoroughfare with an average daily traffic volume of 21,500 vehicles per day west of Rob Panzer Road. Fanshawe Park Road also has a dedicated left turn lane in the eastern direction. Public sidewalks and dedicated bicycle lanes are currently available along the north and south sides of Fanshawe Park Road. Both vehicle and pedestrian access will continue to be provided from Fanshawe Park Road East.

1.2 Site Statistics

- Current Land Use – Vacant Residential (previously single detached dwelling)
- Frontage – 60 metres
- Depth – 60 metres
- Area – 3,600 metres square (0.36 hectares)
- Shape – Rectangular

- Located within the Built Area Boundary - No
- Located within the Primary Transit Area - Yes

1.3 Surrounding Land Uses

- North – Neighbourhood Facility (church parking lot); Residential (townhouses)
- East – Neighbourhood Facility (church); Commercial (auto dealership)
- South – Residential (single detached)
- West – Residential (single detached)

1.4.1 Existing Planning Information

- *The London Plan* Place Type – Neighbourhoods fronting an Urban Thoroughfare
- Existing Zoning – Residential R1 (R1-14) Zone

Additional site information and context is provided in Appendix B.



Figure 1. Aerial Photo of 1208 Fanshawe Park Road East and surrounding lands.



Figure 2. Streetview of 1208 Fanshawe Park Road East (view from Fanshawe Park Road East looking north)

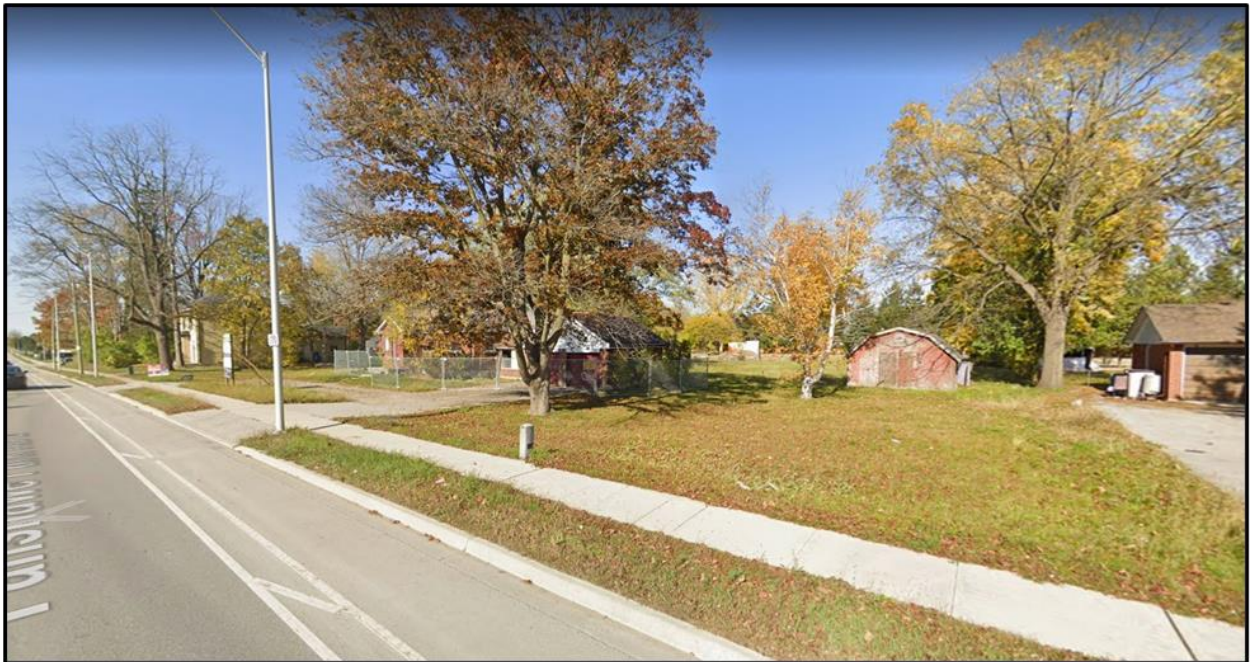


Figure 3. Streetview of 1208 Fanshawe Park Road East (view from Fanshawe Park Road East looking west)

2.0 Discussion and Considerations

2.1 Development Proposal (August 2022)

In August 2022, the City accepted a complete zoning by-law amendment application. The development proposal was comprised of a 3-storey cluster stacked townhouse development consisting of two 12-unit blocks for a total of 24 units and a maximum density of 70 uph. The application included a conceptual site plan, shown below as Figure 4. Building rendering and elevations are shown in Figures 5, 6 and 7.

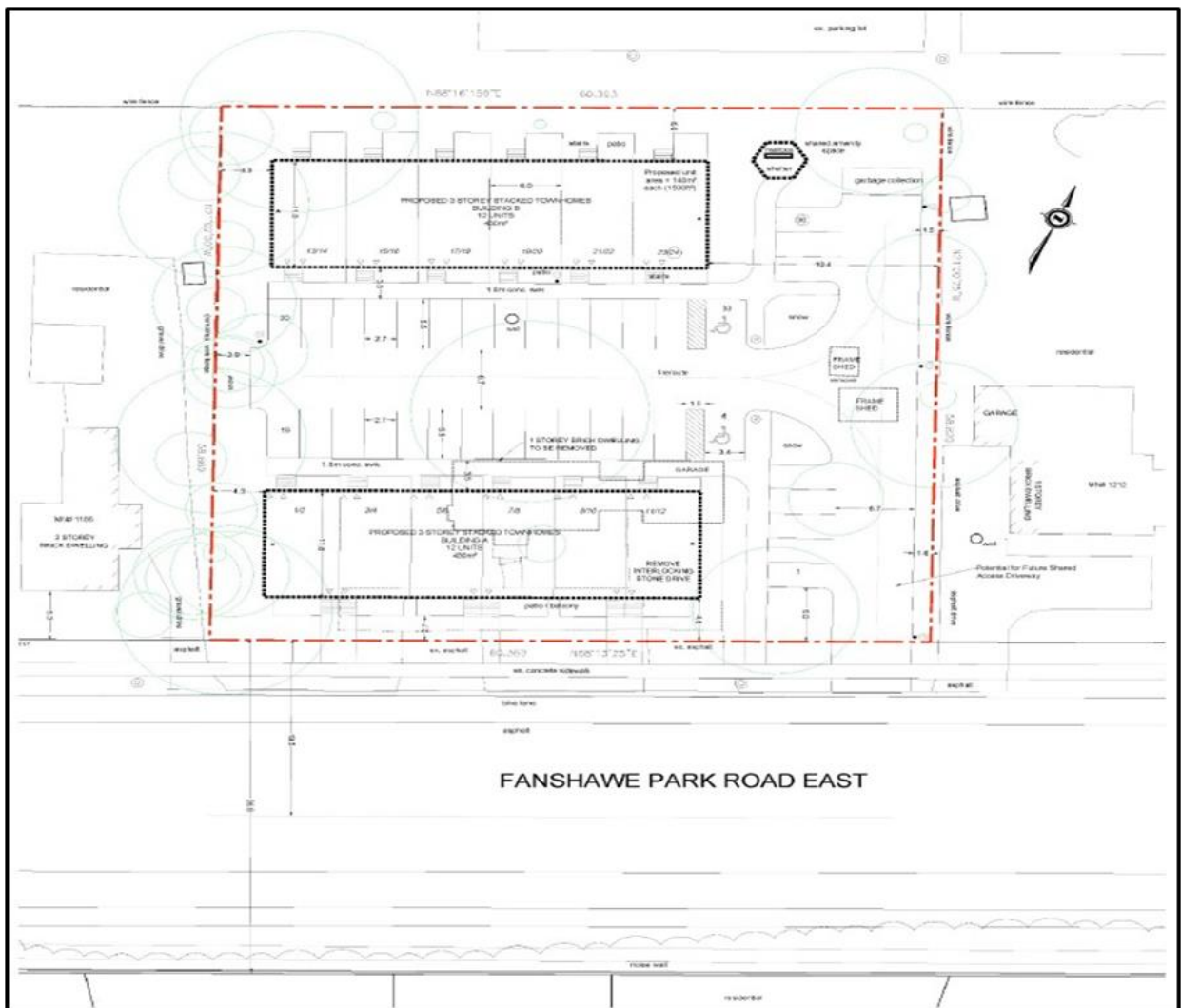


Figure 4. Concept Site Plan (August 2022)



Figure 5. Building Renderings (looking west from Fanshawe Park Road East)



Figure 6. Building Renderings (looking north from Fanshawe Park Road East)



Figure 7. Building Renderings (aerial view)

2.2 Revised Development Proposal (June 2023)

Based on comments provided by Staff, the applicant submitted a revised conceptual site plan, shown in Figure 8 below. The revised development proposal includes a 3.5-storey cluster stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph. The revised development also includes a reduced front yard depth to locate Building A closer to Fanshawe Park Road, while increasing the east and west interior side yard depth to protect the boundary trees and critical root zones. Revisions also included a slight reduction in parking spaces and a revised driveway to increase the shared amenity space on site. The revised application included a conceptual site plan, shown below as Figure 8.

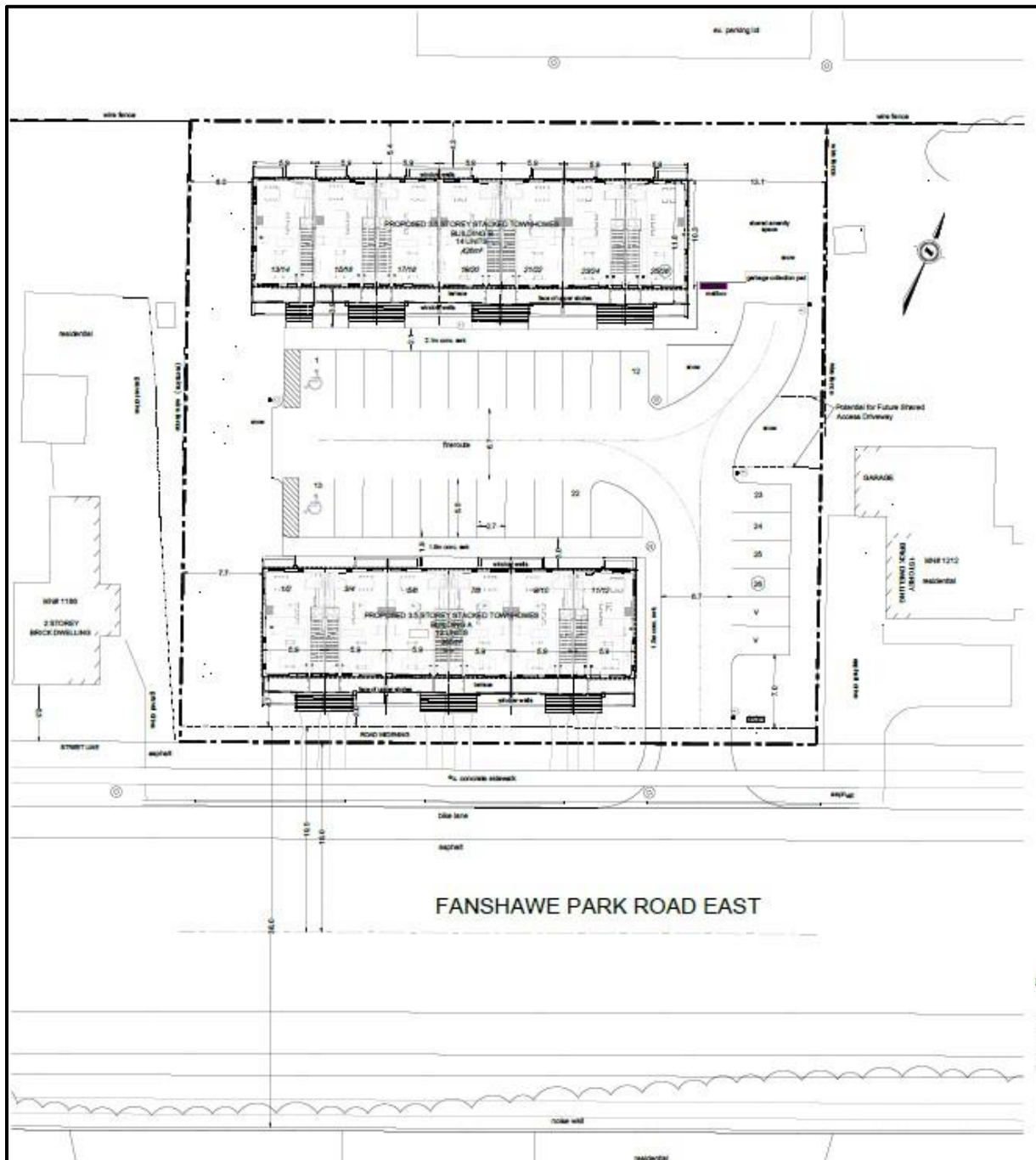


Figure 8. Revised Site Concept Plan (June 2023)

The proposed development includes the following features:

- Land use: Residential
- Form: Cluster Stacked Townhouse Dwellings
- Height: 3.5 storeys
- Residential units: 26 units
- Density: 74 units/hectare
- Building coverage: 25%
- Parking spaces: 33 surface level spaces (2 accessible spaces; 3 visitor spaces)
- Landscape open space: 36%

Additional proposal information and context is provided in Appendix B and C.

2.3 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and supported by staff:

| Regulation (R5-4) | Required | Proposed |
|----------------------------|------------|------------|
| Front Yard Depth (minimum) | 8.0 metres | 3.0 metres |
| Rear Yard Depth (minimum) | 6.0 metres | 5.0 metres |
| Density (maximum) | 60 uph | 74 uph |

2.4 Community Engagement

On August 31, 2022, Notice of Application was sent to 67 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 Thursday, September 1, 2022. A “Planning Application” sign was also placed on the site.

There were three responses received during the public consultation period.

Key issues identified by the public included:

- Density
- Consistency of neighbourhood character
- Privacy
- Functionality of site.

On Wednesday, June 28, 2023, a Revised Notice of Application was sent to 67 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 Thursday, June 29, 2023. A “Planning Application” sign was also placed on the site.

There were no responses received during the revised public consultation period.

Detailed public comments are included in Appendix D of this report.

2.5 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 based on the Revised Notice of Application include:

- Recommend 4-storey stacked townhouse buildings with a height of 12.0 metres for the front stacked townhouse units to bring all units to grade and improve the overall external layout of the buildings and address functionality issues.
- Site Plan requirements such as moving the amenity area, providing additional landscaping, and fencing.
- The submitted Tree Preservation Plan is to be verified at Site Plan as well as consent received to remove boundary trees.

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

2.5 Policy Context

2.5.1 The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework 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*.

2.5.2 The London Plan, 2016

The London Plan includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (Policies 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 and Environmental Impacts and Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

3.2 Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Details on the characteristics of the proposed application related to the City's climate action objectives are included in Appendix C of this report.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Neighbourhoods Place Type where a property has frontage onto an Urban Thoroughfare in *The London Plan* (Table 10). The proposed residential use aligns with the goals of the Neighbourhoods Place Type by contributing to neighbourhoods by adding diversity and mix of housing types that are compatible with the existing neighbourhood character (Policy 918_2 and 13).

4.2 Intensity

The proposed residential intensity is consistent with the policies of the *PPS* that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an

efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity also conforms with the Neighbourhoods Place Type in *The London Plan* which contemplates a standard maximum height of 4-storeys where a property has frontage onto an Urban Thoroughfare (Table 11). The proposed residential intensity will also facilitate an appropriate scale of development that is considered compatible within the existing neighbourhood character, providing a transition in height towards the low-density residential neighbourhood to the north and west (Policy 918_13). Furthermore, the redevelopment will facilitate the efficient use of land with existing municipal services (Policy 953_2 and 3).

As proposed, the development comprises of two 3.5 storey cluster stacked townhouse blocks with a maximum height of 12.0 metres (in accordance with the Zoning By-law). To facilitate the improvement of the overall external layout of the buildings and address functionality concerns, direction to the concurrent Site Plan application to provide additional landscaping or other measures to mitigate noise and lights from Fanshawe Park Road for the basement units located within Building A was recommended. This would also improve the quality of the residential units by bringing all units to grade, reducing noise and privacy concerns for the below grade units along Fanshawe Park Road East.

Special provisions such as applying a maximum density of 74 uph and reducing the front and rear yard depths are recommended to address concerns about intensity.

4.3 Form

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design Policies in *The London Plan* by facilitating an appropriate form and scale of residential intensification that is compatible with the existing neighbourhood context (Policy 953_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability, is supportive of active mobility and is designed to be a good fit and compatible within its context/neighbourhood character (Policy 193_).

The proposed development is situated towards the front of the site, to allow Building A to be positioned adjacent to Fanshawe Park Road East, and to ensure that surface parking is located internally and screened by building and landscaping (TLP 936_4). Currently the applicant is proposing 3.5-storey buildings with below grade units for both buildings. In order to protect the basement units from excess road noise from Fanshawe Park Road, Staff is recommending that the applicant work with Site Plan to provide additional landscaping or other mitigation measures along the frontage of the site. This will help mitigate noise and privacy concerns for the users of Building A.

The proposed built form and site layout also has consideration for the abutting listed heritage property to the west (TLP 565_). To further mitigate potential impacts, a permanent fence should be installed along the shared western boundary along with additional landscape buffering. These items will be implemented through the site plan approval process. The proposed development should further take into consideration any existing significant mature trees on the site and along property boundaries, and, where possible, retain existing significant mature trees (TLP 210_). Consent to injure or remove boundary trees is required to be provided by the applicant as part of site plan approval, noting that a lack of consent could result in increased interior side yard setbacks.

4.5 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

A minimum front yard depth of 3.0 metres.

The intent of a front yard depth is to ensure sufficient space between the buildings and front lot line to accommodate all site functions while still facilitating a pedestrian oriented development. The reduced front yard depth will help facilitate a pedestrian oriented development by establishing a strong street edge. Additionally, the proposed building orientation fronting Fanshawe Park Road will help establish a positive interface with the public realm.

A minimum rear yard depth of 5.0m

The intent of rear yard depths is to provide adequate separation and mitigate potential impacts between the proposed development and adjacent properties, while also providing access and amenity space within the rear and interior yards. The applicant is proposing a rear yard depth that is slightly smaller than permitted in order to provide internal space for appropriate access, screening of parking, pedestrian walkways, landscaping, and amenity areas. The setback maintains sufficient space for stormwater management, privacy to the abutting church to the north and private amenity space.

An increased maximum density of 74 uph

The intent of regulating densities is to ensure the appropriate intensity of development while considering and mitigating impacts to the neighbourhood (TLP 935_3). The proposed maximum density provision of 74 uph will allow for the implementation of the 3.5-storey cluster stacked townhouse development and will align with the intensity policies of *The London Plan* that permits a standard maximum height of 4-storeys (Table 11). The size and shape of the lot can also appropriately accommodate the intensity of the development as adequate parking and amenity area are provided, while still implementing an increased western side yard setback. Additional mitigation measures will include fencing and increased landscaping to offset any potential intensity concerns.

Staff are of the opinion that the above-mentioned special provisions that have been proposed by the applicant comply with *The London Plan* and is consistent with the *Planning Act* and the *PPS*.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to *The London Plan* and will permit a 3.5-storey stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph. The development will facilitate an appropriate infill development that will help broaden the range and mix of housing options within the area.

Prepared by: Nancy Pasato, MCIP, RPP
Senior Planner, Planning Implementation

With Assistance by: Michaella Hynes, Planner, Planning Implementation

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

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

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

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1208 Fanshawe Park Road East.

WHEREAS Masar Development Inc. (c/o Abdul Zaro) has applied to rezone an area of land located at 1208 Fanshawe Park Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1208 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A103, from a Residential R1 (R1-14) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.
- 2) Section Number 9.4 of the Residential (R5-7) Zone is amended by adding the following Special Provisions:

R5-7 () 1208 Fanshawe Park Road East

a) Regulations:

- | | |
|----------------------------------|------------------------|
| i) Front Yard Depth (Minimum) | 3.0 metres (9.8 feet) |
| ii) Rear Yard Depth (Minimum) | 5.0 metres (16.4 feet) |
| iii) Density (Maximum) | 74 units per hectare |

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

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

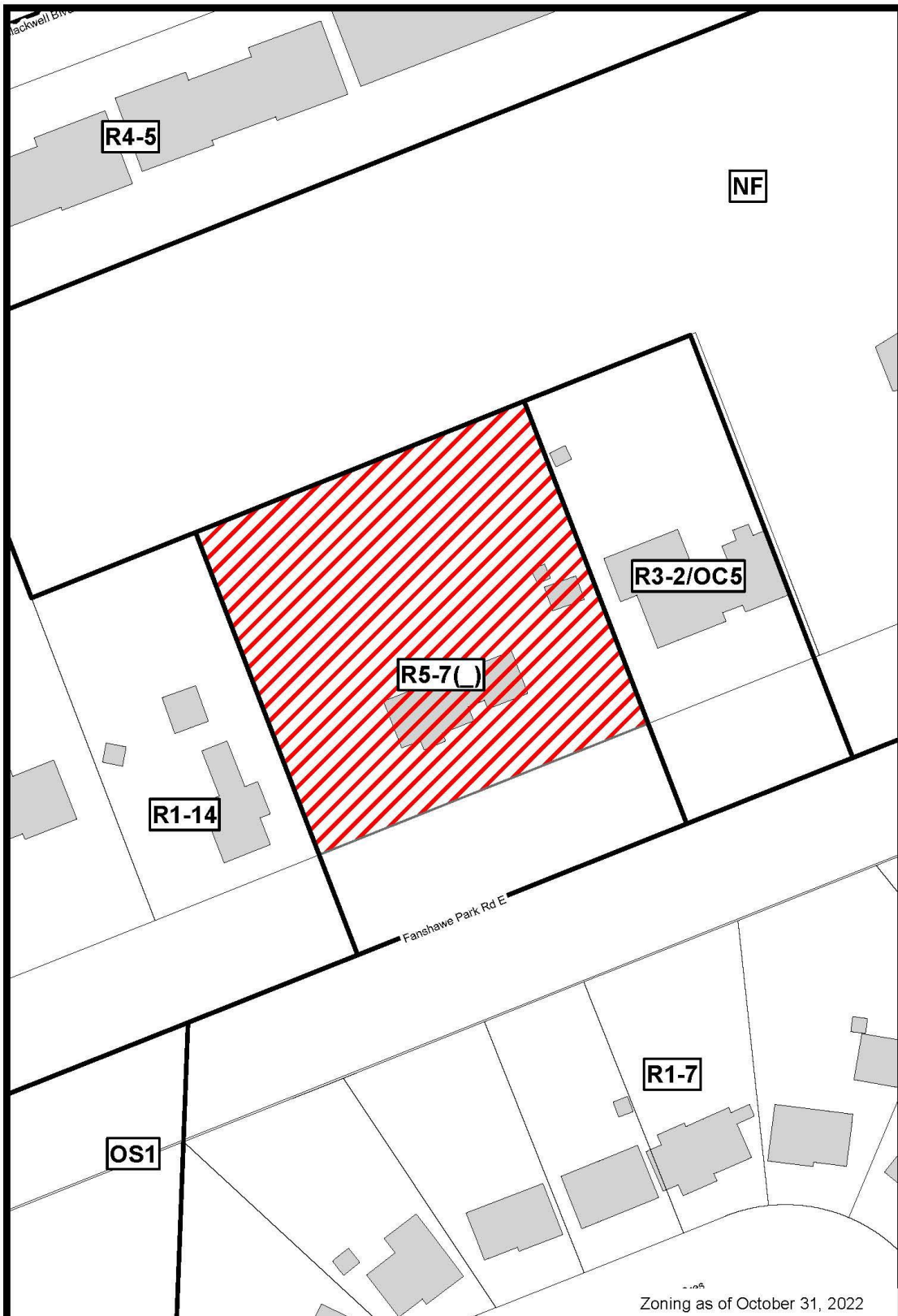
PASSED in Open Council on September 26, 2023



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-9539 Planner: MH Date Prepared: 2023/8/9 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>  |
|--|---|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|--|
| Current Land Use | Vacant Residential (previously single detached dwelling) |
| Frontage | 60 metres |
| Depth | 60 metres |
| Area | 3,600 metres square (0.36 hectares) |
| Shape | Rectangle |
| Within Built Area Boundary | No |
| Within Primary Transit Area | Yes |

Surrounding Land Uses

| | |
|-------|---|
| North | Neighbourhood Facility (church parking lot); Residential (townhouses) |
| East | Neighbourhood Facility (church); Commercial (auto dealership) |
| South | Residential (single detached) |
| West | Residential (single detached) |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Highbury Avenue North and Fanshawe Park Road East (507m) |
| Dedicated cycling infrastructure | Fanshawe Park Road East (onsite) |
| London Transit stop | Route 25 vis Fanshawe Park Road East (50m) |
| Public open space | Blackwell Park (104m) |
| Commercial area/use | Tyner-Shorten Clothiers - Retail (100m) |
| Food store | Sobeys North London (1,900m) |
| Primary school | Northridge Public School (400m) |
| Community/recreation amenity | Stoney Creek Community Centre (2,000m) |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Neighbourhoods fronting an Urban Thoroughfare |
| Current Special Policies | N/A |
| Current Zoning | Residential R1 (R1-14) Zone |

Requested Designation and Zone

| | |
|----------------------------|--|
| Requested Place Type | N/A |
| Requested Special Policies | N/A |
| Requested Zoning | Residential R5 Special Provision (R5-7(_)) |

Requested Special Provisions

| Regulation (R5-4) | Required | Proposed |
|------------------------------------|------------|------------|
| Road Considered the Front Lot Line | 8.0 metres | 3.0 metres |
| Front Yard Depth (minimum) | 6.0 metres | 5.0 metres |
| Rear Side Yard Depth (minimum) | 60 uph | 74 uph |

C. Development Proposal Summary

Development Overview

| |
|--|
| The proposed 3- to 4-storey (12.0 metre) townhouse development consists a 3.5-storey stacked townhouse development consisting of one 12-unit block (Building A) and one 14-unit block (Building B) for a total of 26 units and a maximum density of 74 uph |
|--|

Proposal Statistics

| | |
|--|--------------------------------------|
| Land use | Residential |
| Form | Cluster Standard Townhouse Dwellings |
| Height | 3.5-storeys (12.0 metres) |
| Residential units | 26 |
| Density | 74 uph |
| Gross floor area | Unknown |
| Building coverage | 25% |
| Landscape open space | 36% |
| Functional amenity space | Unknown |
| New use being added to the local community | No |

Mobility

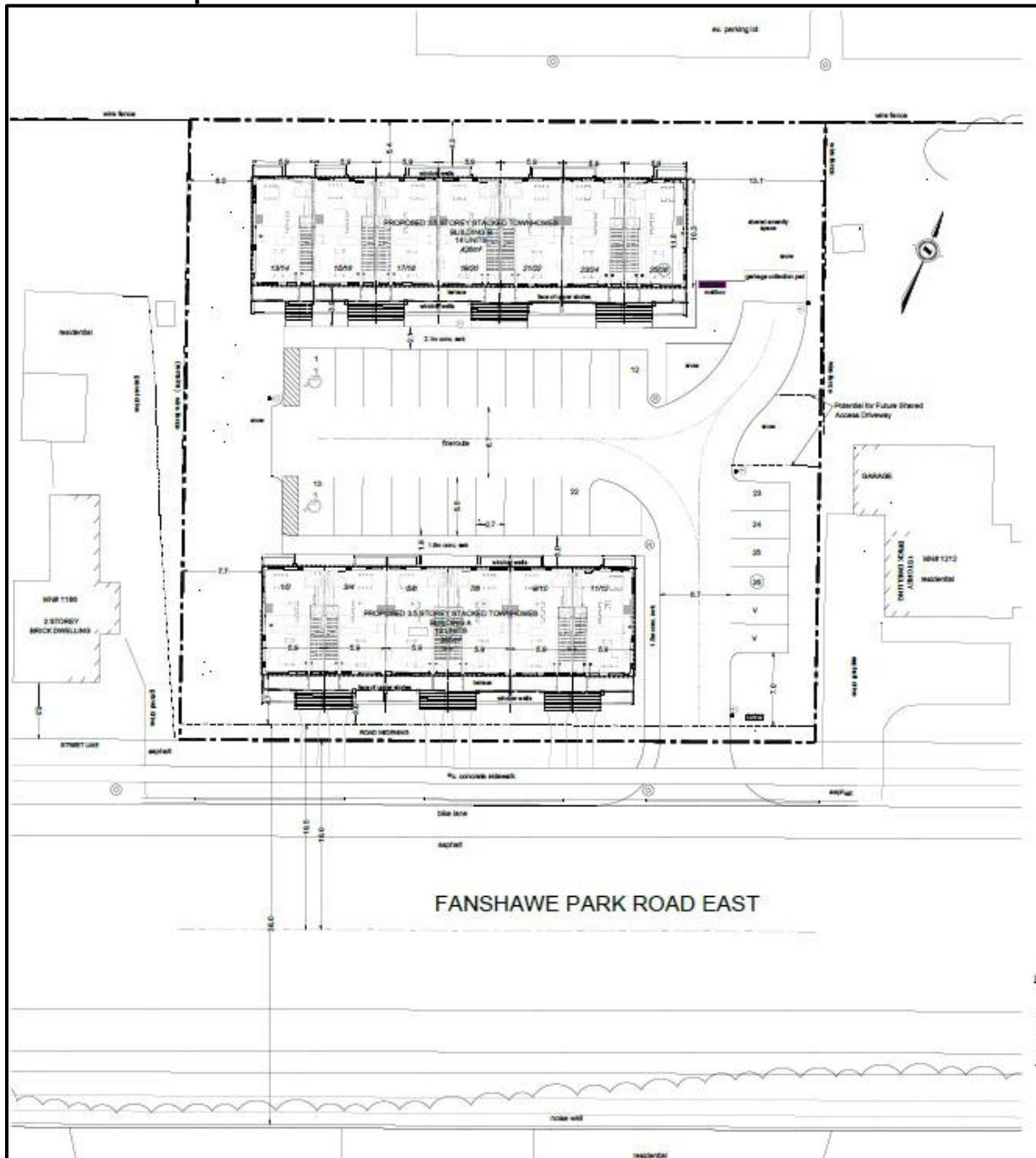
| | |
|---|---------------------------|
| Parking spaces | 33 surface parking spaces |
| Vehicle parking ratio | 0.5 spaces per unit |
| New electric vehicles charging stations | Unknown |
| Secured bike parking spaces | Unknown |
| Secured bike parking ratio | Unknown |
| Completes gaps in the public sidewalk | N/A |
| Connection from the site to a public sidewalk | Yes |
| Connection from the site to a multi-use path | No |

Environmental Impact

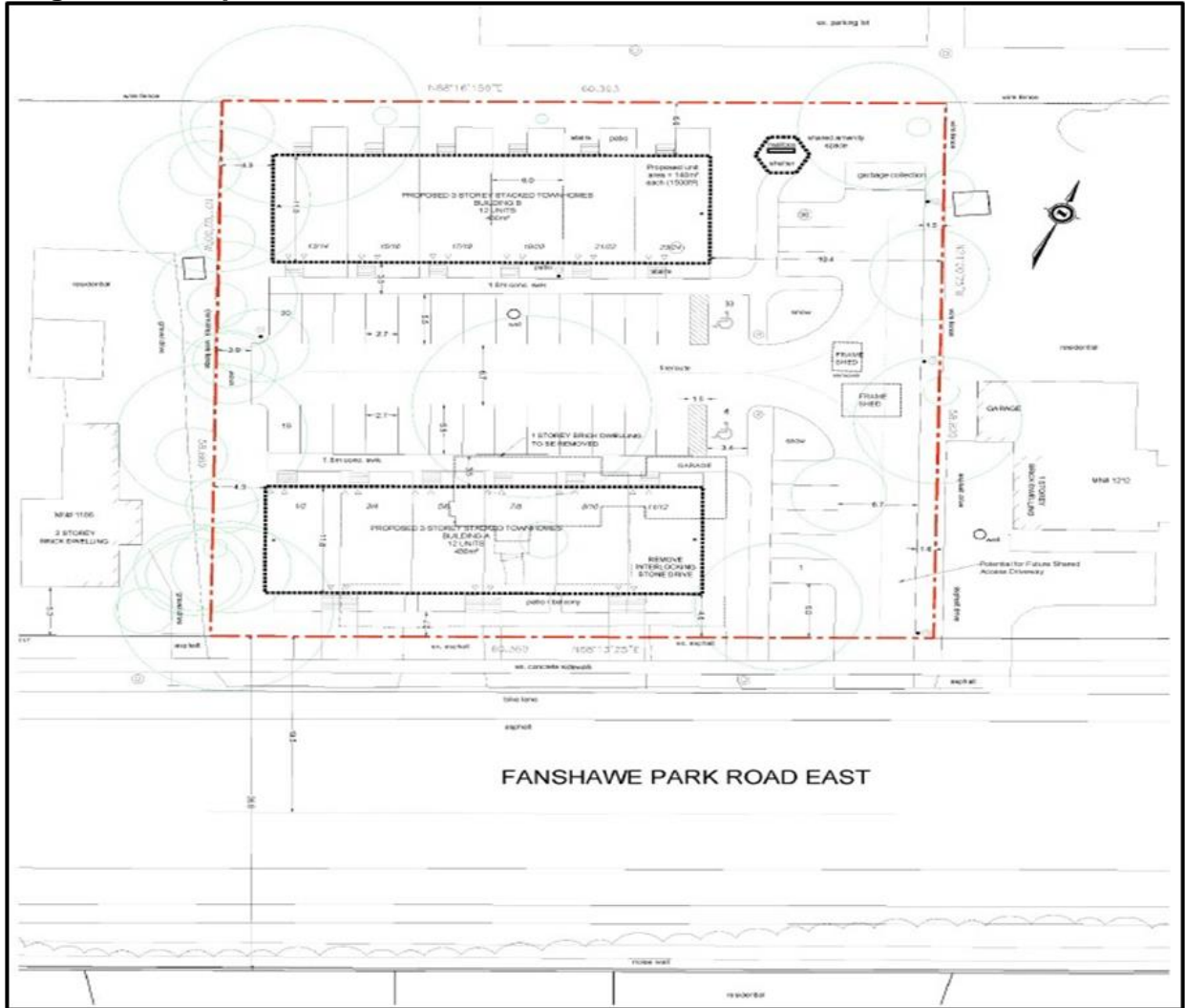
| | |
|---|---------|
| Tree removals | Yes |
| Tree plantings | Likely |
| Tree Protection Area | No |
| Loss of natural heritage features | No |
| Species at Risk Habitat loss | No |
| Minimum Environmental Management Guideline buffer met | N/A |
| Existing structures repurposed or reused | No |
|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

Appendix C – Additional Plans and Drawings

Current Conceptual Site Plan



Original Conceptual Site Plan



Building Renderings – facing northwest from Fanshawe Park Road East



Building Renderings – facing north from Fanshawe Park Road East



Building Renderings – aerial view



Appendix D – Public Engagement

Community Engagement

Notice of Application:

Public liaison: On August 31, 2022, Notice of Application was sent to 67 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 Thursday, September 1, 2022. A “Planning Application” sign was also placed on the site.

Public Responses: Replies were received from 3 households.

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of two stacked townhouse buildings with a height of 3 storeys, and a total of 24 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone, which would permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The proposed special provisions would also permit a reduced minimum front and exterior side yard depth of 4.5m, whereas 6m is required; and an increased maximum density of 70 units per hectare (uph), whereas 60uph is permitted.

Responses: A summary of the various comments received include the following:

Sandra Terry

- Are other developments in the area a similar front yard setback? Should match other developments along Fanshawe
- Where will snow storage go?
- What kind of fencing will there be? On 3 sides?
- Density should match other development in area

Andrew Black

- Wants contact information for owner of site
- How long will the process take?
- General questions on process

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

| Telephone | Written |
|--------------|---|
| Sandra Terry | Michelle Doornbosch Brock Developments |
| Andrew Black | |

Revised Notice of Application:

Public liaison: On Wednesday, June 28, 2023, a Revised Notice of Application was sent to 67 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 Thursday, June 28, 2023. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of two stacked townhouse buildings with a height of 3.5 storeys, and a total of 26 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone, which would permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The proposed special provisions would also permit a reduced minimum front yard depth of 3.0m, whereas 6.0m is required; a reduced rear yard depth of 5.0m, whereas 6.0m is

required; and an increased maximum density of 74 units per hectare (uph), whereas 60uph is permitted.

Public Responses: No replies received.

Appendix E – Internal and Agency Comments

First Submission Comments

Site Plan – Received September 7, 2022

General comments:

1. Verify the parcel lotting on the site plan and update applicable zoning accordingly.
2. Provide a noise study for noise emissions to surrounding sites.

Comments based on current site plan:

1. Provide elevations from all sides in metric. Please confirm that the total number of bedrooms does not exceed five bedrooms per dwelling (Z.-1-93172) (Z.-1-041300 – OMB Order 0780 – March 15/06).
2. Screening may be required for noise and visuals (C.P.-1455-541 2.5.3). Provide a 1.8-metre-tall privacy fencing along property line adjacent to residential parcels. Please consider planting opportunities for screening any parking area from the street (C.P.-1455-541 2.6.3.d.iii). Please illustrate each tree, whether existing or proposed, on the site plan as well as within 3 meters of property lines. Indicate which, if any, trees will be removed. Provide tree protection notes and details for trees to be preserved. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4).
3. Show all above ground utilities within the road allowance (e.g., hydro poles, hydrants, etc.). Please detail the shape of the entranceway and its connection to the roadway – ensure that the entranceway’s design/corners do not encroach into designated road space nor extend beyond the projected property line (i.e. entrance design is not to extend in front of a neighbouring parcel). For the design of the fire route, refer to Tables 6.2 and 6.3 of the Site Plan Control By-law. Identify the location of fire route signage and provide a standard detail on the site plan. Another fire route sign may be needed for near the northern accessible parking space. Show turning movements of emergency vehicles (C.P.-1455-541 6.7). Ensure adequate turning movements in and out of the permitted parking spaces. Label all entrances (barrier-free, fire, etc.), ensuring access to nearby fire department equipment as per 9.10.20.3 of the Ontario Building Code.
4. Consider how people will access their rear yards beyond going through dwellings, especially for the purpose of carrying large accessories (e.g. lawnmowers, barbecues, patio furniture). As a solution, confirm whether the proposal will include either: shared alleyways; a peripheral pathway to access rear yards; or a shared access easement for traversing yards.
5. Make all walkways at least 1.5 metres or 2.1 metres if abutting parking spaces, with at least a 1-metre setback from parking area(s) (C.P.-1455-541 Table 7.1). Pedestrian pathways should be graded to alleviate verticality and where applicable, prioritize ramps over staircases or steps (C.P.-1455-541 7.2). Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist. Make the lane way at least 6 metres.
6. Provide and identify the location of the common amenity area on site. Provide an adequate at-grade amenity area for residents. Make sure to connect any amenity space to the other portions of the site with a pathway. Consider situating and connecting the amenity space for convenient access by users. For internal details of the proposed amenity space, consider adding purposeful features to enhance the use of the space (e.g., gazebo, patio, permanent seating, age-friendly outdoor sports, or a playground). Consider adding more green amenity space. Illustrate the hardscape design and materials on plans. Illustrate vehicular areas, pathways, signage, outside lighting, decorative features, and amenity space. Avoid materials that readily deteriorate, stain, or fade.
7. Given transportations comments to shift the access west and away from the property line, please bring parking spaces 34-36 down to be in-line with spaces

20-33. This would allow for a larger amenity area and drive-lane and potential to allow a future access to 1212 Fanshawe should it ever redevelop.

London Hydro – Received September 12, 2022

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Landscape Architect – Received September 12, 2022

- A comprehensive inventory and assessment of trees within the subject property, at the boundary of the subject property, and 3m within adjacent properties was completed by NRSI Certified Arborists on November 19, 2021.
- In total, 29 trees were inventoried, comprising 12 species, the majority of which are located on the western and eastern edges of the property, forming boundary tree hedgerows between the subject property and adjacent properties. None of the tree species observed are regionally significant or protected under the Species at Risk Act (2002) or Endangered Species Act (2007). Twenty-five are considered to be boundary trees. Removal or injury of boundary, off-site, or municipal trees will require the permission of all owners involved. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes.
- Letters of consent are to be forwarded to Development and Planning at time of Site Plan Application. No tree removals arising from demolition, construction, or any other activity shall take place on the subject property prior to Site Plan Approval.
- The City's Landscape Architect concurs with the reports recommendation to coordinate the removal of one offsite tree, a dead Norway Spruce (Tree 27) because the tree is identified to have a Probable potential for structural failure and therefore represents a potential hazard for the property on which it resides (1186 Fanshawe Park Road East), and may be a hazard to the property of 1208 Fanshawe Park Road East. Letter of consent for removal to be forwarded to Development and Planning at time of Site Plan Application
- Boundary tree #19 is identified for retention. Unfortunately, the proposed parking lot will dissect into the tree's critical root zone ["Critical Root Zone" means the area of land within a radius of ten (10) cm from the trunk of a tree for every one (1) cm of trunk diameter]. The critical root zone of a tree is the portion of the root system that is the minimum necessary to maintain tree vitality and stability. Where critical root zones cannot be adequately protected, trees shall be considered for removal.
- The yellow below shows the amount of critical roots that will be moved from the boundary tree #19. The Province's Forestry Act prohibits the injury or destruction of boundary trees. Consent to injure this tree would need to be obtained from neighbour to the west and provided with Site Plan Application.
- A greater setback would be optimal. The actual root mass would standardly be set at 6.7 meters from the trunk and as the trunk is on the property line, this would require a 7+m setback. Any setback less than this would require consent from neighbour.
- The arborist claims in their report that the tree will recover from the root loss:
- The results of this retention analysis (as seen on Map 2 and Appendix I) indicate that Tree 19 has been proposed for retention. The crown radii of this tree, and therefore the assumed root zone, does extend into the development footprint (primarily parking lot space), but due to its status as boundary trees, and the expected likelihood of the trees recovering from the limited root zone encroachment, it is recommended that Tree 19 is retained; or the neighbour agrees and they supply a letter than I would support the tree's retention.
- 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.



Parks Planning – Received September 14, 2022

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Ecology – Received September 16, 2022

- Zoning amendment to allow two 3-storey stacked townhouse buildings with a total of 24 residential units. A maximum density of 70 units per hectare.
- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

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 – Received September 16, 2022

- The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning application:

Comments to the Re-Zoning:

- The site plan drawing submitted by the applicant depicts a dimension of 19.5m from the centreline of Fanshawe Park Rd to the existing property line. However, confirmed through the City’s Geomatics Division, a dedication of 1.209m is required. Therefore, the requested front yard setback of 4.5m would be incorrect.
- As per section 1.4.3.3 of AMG minimum 10m driveway separation (curb to curb tangent) is required along arterial roadways, relocate proposed access accordingly.

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

Transportation:

- A TMP is required for any work in the City ROW, including servicing, restoration, proposed access construction, etc. To be reviewed as part of a PAW submission;

- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure 1.5m clearance between access and any hydro pole/signal poles/light standards and/or fire hydrant. Ensure 2.0m clearance for communication pedestals;
- Provide fully dimensioned access as per City's AMG including minimum 6.0m curb radii, while ensuring it must not extend beyond property line projection. Access must be maintained within the projected property frontage and not encroach on the neighbouring properties projected frontage;
- As per section 1.4.3.3 of AMG minimum 10m driveway separation (curb to curb tangent) is required along arterial roadways, relocate proposed access accordingly;
- More details or conceptual plans are required to better assist with potential shared access driveway;
- Right-of-way dedication of 19.50m from the centre line be required along Fanshawe Park Road East. Please register Draft Reference Plan with City's Geomatic department for required widening.

Water:

- The site is currently serviced by a 25mm water service. As part of the demolition permit, the existing services will need to be decommissioned per City Standard.
- Water is available to the site via the municipal 400mm CI watermain on Fanshawe Park Road E.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- Water servicing to the site shall be to City Standard 7.9.4(h.4).
- Confirm the overall ownership of the site (one owner or multiple owners).
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application.

Wastewater:

- The municipal sanitary outlet for the subject lands is the 200mm diameter sanitary sewer via 200mm PDC on Fanshawe Road Park East, City plan no. 27115 shows "as-constructed" information related to the sewer and PDC.
- The subject lands are a part of Stoney Creek San Trunk Drain, City drawing #23103. The block was previous MD and allocated equivalent 75units/ha with the proposed resulting in 78units/ha. The upper and lower units will be serviced with individual 100mm diameter sanitary pdc's as per City of London Standard Drawing SW-7.1.

Stormwater:

- Please indicate roof leader and sump pump discharge location/routing. Roof drainage and sump pump flows should not discharge towards adjacent lands/uncontrolled areas.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any

preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.

- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Stoney Creek Subwatershed

- 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, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- 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.

Heritage – Received September 20, 2022

- This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the heritage impact assessment requirements for (Z-9539):
 - AECOM Canada Ltd. (2022, February). Heritage Impact Assessment, Proposed Development of 1208 Fanshawe Park Road East, Adjacent to 1186 Fanshawe Park Road East, a Heritage Listed Property.
- Please be advised that heritage planning staff recognizes the following findings and recommendations of the heritage impact assessment (p42):
 - The property at 1186 Fanshawe Park Road East meets the Ontario Heritage Act criteria of Ontario Regulation 9/06 and therefore does retain cultural heritage value or interest at the local level
 - Heritage attributes were identified in the Draft Statement of Significance which include the mature treeline on the property boundary with 1208 Fanshawe Park Road East as a landscape heritage attribute.
 - There will be no direct or indirect impacts to the built resource at 1186 Fanshawe Park Road East from the proposed development at 1208 Fanshawe Park Road East.
 - Construction related activities may occur in proximity to 1146 Fanshawe Park Road East and impact the mature treeline, an identified heritage attribute. A mitigation strategy has been recommended to allow for the proposed townhouse development while providing mitigation to protect 1186 Fanshawe Park Road East and its heritage attributes within its boundary during and after construction.

- To mitigate potential impacts, the following recommendations should be implemented (pp42-43):
 - On the final conceptual townhouse layout for 1208 Fanshawe Park Road East, ensure that the status of 1186 Fanshawe Park Road East is clearly identified as a LISTED property on the City's Register of Cultural Heritage Resources.
 - A Tree Preservation Plan (TPP) should be completed for the townhouse development area to establish the ownership of trees growing along the property lines. The TPP should include a detailed tree protection methodology for the trees owned by 1186 Fanshawe Park Road East and along its east boundary (i.e., protection with silt fence during construction).
 - Potential shadowing impacts should be studied and confirm that the proposed development of townhouses at a height of 14 metres and a 4.3 metre setback will not cast shadows and cause adverse indirect impacts on the mature trees located along boundaries of 1208 Fanshawe Park Road East.
 - Due to the proximity of the proposed development, a permanent fence should be installed along that shared west boundary between 1186 Fanshawe Park Road East and 1208 Fanshawe Park Road East post-construction. (pp43-44)
- Finally, heritage staff strongly encourages additional landscape buffering along the boundary of 1186 and 1208 Fanshawe Park Road East to be considered as part of site plan approval. Buffering can include additional trees, low shrubbery, and plantings as appropriate. Additional landscaping will help to maintain the natural setting and mitigate the increased close proximity of development to 1186 Fanshawe Park Road East.
- Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the built resource on the adjacent LISTED property at 1186 Fanshawe Park Road East because of the proposed townhouse development at 1208 Fanshawe Park Road East. A recommended strategy is proposed to mitigate potential negative impacts to the mature treeline along the boundary of 1186 and 1208 Fanshawe Park Road East. It has been sufficiently demonstrated that the cultural heritage value of 1186 Fanshawe Park Road East will be conserved, and the HIA can be accepted to meet heritage requirements for (Z-9539).
- The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning application:

Additional Heritage Comments – Received September 28, 2022

- This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9539):
 - Lincoln Environmental Consulting Corp. Stage 1-2 Archaeological Assessment of 1208 Fanshawe Park Road East [...] Middlesex County, Ontario (PIF P1289-0173-2021), November 2021.
- Please be advised that heritage planning staff recognizes the conclusion of the report that states that: "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended." (p 2)
- An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been received (without technical review), dated Nov 22, 2021 (MHSTCI Project Information Form Number P1289-0173-2021, MHSTCI File Number 0015579).
- Archaeological conditions can be considered satisfied for this application.

Second Submission Comments

Landscape Architecture – Received July 17, 2023

Major Issues

- The Tree Preservation Plan’s inventory has identified 25 boundary trees; yet the corresponding plan’s symbols of tree locations does not support this information. To determine the setbacks and consents required the applicant’s consultant must confirm trees identified as boundary trees meet the legal definition of a boundary tree- Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Forestry Act 1998, c. 18, Sched. I, s. 21. Legal definition of a tree trunk: everything from the root-collar (at the base) to where the first branch. Boundary trees are protected by the province’s Forestry Act 1998, c. 18, Sched. I, s. 21, boundary trees can’t be removed or injured without written consent from co-owner. Graphics on plan are not clear. For legal reasons, trees must be located using Total Station survey method. Tree canopy reduces accuracy of GPS systems and therefore not acceptable when determining tree ownership. For example, trees #28 and #29 are clearly growing within the centre of the site but are listed as boundary trees in inventory. Inventory and plan need to be verified and updated.
- As the plan is submitted, 11 boundary trees are proposed for removal, 1 offsite tree is proposed for removal and 12 boundary trees will be injured. All of these would require consent from flanking neighbours.
- There are 25 boundary trees identified in the Tree Inventory.

| Tree ID | Address Co-owner | Action | Setback required to protect | Neighbour consent required | Location to be verified |
|---------|-----------------------|---------|-----------------------------|----------------------------|-------------------------|
| 3 | 1212 Fanshawe Pk Rd E | Removal | 7.0m east property line | Yes | No |
| 5 | 1212 Fanshawe Pk Rd E | Removal | 6.2m east property line | TBD | Yes |
| 9 | 1186 Fanshawe Pk Rd E | Removal | 4.5m west, 7.2m north | TBD | Yes |
| 12 | 1186 Fanshawe Pk Rd E | Removal | 7.6m west property line | TBD | Yes |
| 14 | 1186 Fanshawe Pk Rd E | Removal | 5.0m west property line | TBD | Yes |
| 16 | 1186 Fanshawe Pk Rd E | Removal | 5.2m west property line | TBD | Yes |
| 17 | 1186 Fanshawe Pk Rd E | Removal | 4.0m west property line | TBD | Yes |
| 18 | 1208 Fanshawe Pk Rd E | Removal | 8.0m west property line | TBD | Yes |
| 20 | 1186 Fanshawe Pk Rd E | Removal | 3.8m west property line | TBD | Yes |
| 23 | 1186 Fanshawe Pk Rd E | Removal | 6.8m west property line | TBD | Yes |
| 26 | 1186 Fanshawe Pk Rd E | Removal | 10.5m west property line | TBD | Yes |
| 28 | 1208 Fanshawe Pk Rd E | Removal | 0.0m | TBD | Yes |

| | | | | | |
|----|-----------------------|------------------------|--------------------------|-----|-----|
| 29 | 1208 Fanshawe Pk Rd E | Removal | 0.0m | TBD | Yes |
| | - | | | | |
| 4 | 1212 Fanshawe Pk Rd E | Injure, loss 19.4% TPZ | 5 m east property line | Yes | No |
| 6 | 1212 Fanshawe Pk Rd E | Injure, loss 14%TPZ | 3 m east property line | TBD | Yes |
| 7 | - | | 0.0m | TBD | Yes |
| 11 | 1186 Fanshawe Pk Rd E | No injury | | TBD | Yes |
| 13 | - | Injury 18.5% loss TPZ | 4.2m west property line | TBD | Yes |
| 15 | 1186 Fanshawe Pk Rd E | Injury 19.3% loss TPZ | 4.8m west property line | Yes | No |
| 19 | 1186 Fanshawe Pk Rd E | Injury 32% TPZ | 10.3m west property line | Yes | No |
| 21 | 1186 Fanshawe Pk Rd E | 0% injury | | TBD | Yes |
| 22 | 1186 Fanshawe Pk Rd E | 0% injury | | TBD | Yes |
| 24 | 1186 Fanshawe Pk Rd E | 0% injury | | TBD | Yes |
| 25 | 1186 Fanshawe Pk Rd E | 17.5% injury | 3.8m west property line | TBD | Yes |
| | | | | | |
| 27 | 1186 Fanshawe Pk Rd E | 0.0% | | TBD | Yes |

Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

Matters for Site Plan

- Consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review.
- 883 cm dbh proposed for removal. London Plan Policy 399 requires 1 tree for every cm dbh removed. 88.3 replacement trees to be recommendation to Site Plan Review

Complete Application Requirements

- Tree Preservation Plan to be verified, tree locations in close proximity to property lines to be surveyed with Total Station method. Inventory to be updated accordingly.

Heritage – Received July 18, 2023

- The comments remain the same for the revised application on this property.
 - Heritage Impact Assessment Report – sufficient to fulfill requirements.
 - To mitigate potential impacts:
 - On the final conceptual townhouse layout, ensure the status of 1186 Fanshawe Park Road East is clearly identified as a LISTED property on the City’s Register of Cultural Heritage Resources.
 - Due to the proximity of the proposed development, a permanent fence should be installed along that shared west boundary between

1186 Fanshawe Park Road East and 1208 Fanshawe Park Road East post-construction.

- Additional landscape buffering along the boundary of 1186 and 1208 Fanshawe Park Road East to be considered as part of site plan approval.
- Archaeological Assessment requirements have been satisfied for this application.

UTRCA – Received July 18, 2023

- The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.
- The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

London Hydro – Received July 18, 2023

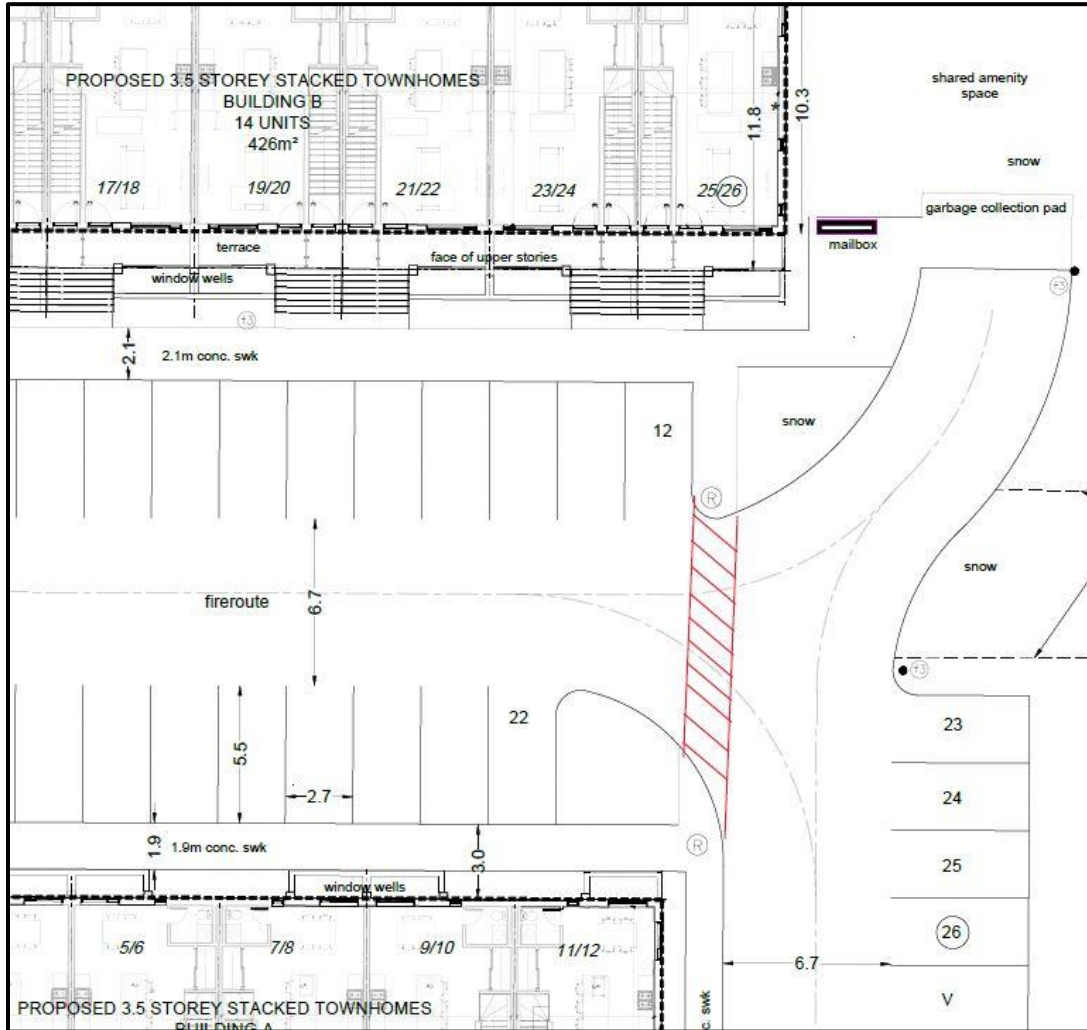
- Servicing the above proposed should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearance from L.H. infrastructure is mandatory. A blanket easement will be required. **Note:** Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Urban Design – Received July 19, 2023

- The proposed stacked townhouse development is located within the Neighbourhood Place Type, abutting Fanshawe Park Road East an Urban Thoroughfare. Urban Design commends the applicant for providing street oriented stacked townhouses along Fanshawe Park Road East, to screen a majority of the parking from the public-right-of-way (TLP, 269). To save space and mitigate privacy impacts to subject site users, Urban Design recommends that the applicant provide a four storey (12m) townhouse development with no below grade units. If the applicant moves forwards with the proposed 3.5 storey townhouse development with below grade units, provide enhanced privacy landscaping for any below grade units along Fanshawe Park Road East and the surface parking area.
- Please ensure that a response to the UDPRP memo is provided after attending the July 2023 UDPRP meeting.
 - After attending the July 2023 UDPRP meeting, the applicant will receive a formal memo from the UDPRP Chair, or their designate. A Comment Response Table outlining in detail the applicant's response to the UDPRP is required as part of the UDPRP process.
 - Provide updated drawings that reflect the revisions made to address the UDPRP comments.
- Further to the comments provided at SPC:
 - Relocate and screen the garbage collection pad away from the shared amenity space.
 - Ensure that any internal walkways abutting a parking space are an adequate width (TLP, 255).
 - Use paint or etched asphalt to delineate a pedestrian connection from the southern townhouses to the northern shared amenity space (Image 1) (TLP, 255).
 - Retain the walkways from each stacked-townhouse unit entrance to Fanshawe Park Road East, consider consolidating walkways to minimize impermeable surfaces and provide a wider shared walkway connection to the sidewalk along Fanshawe Park Road East (TLP, 268).
 - Retain the enhanced fenestrations on the end-units to promote passive surveillance.
 - The proposal should take into consideration any existing significant

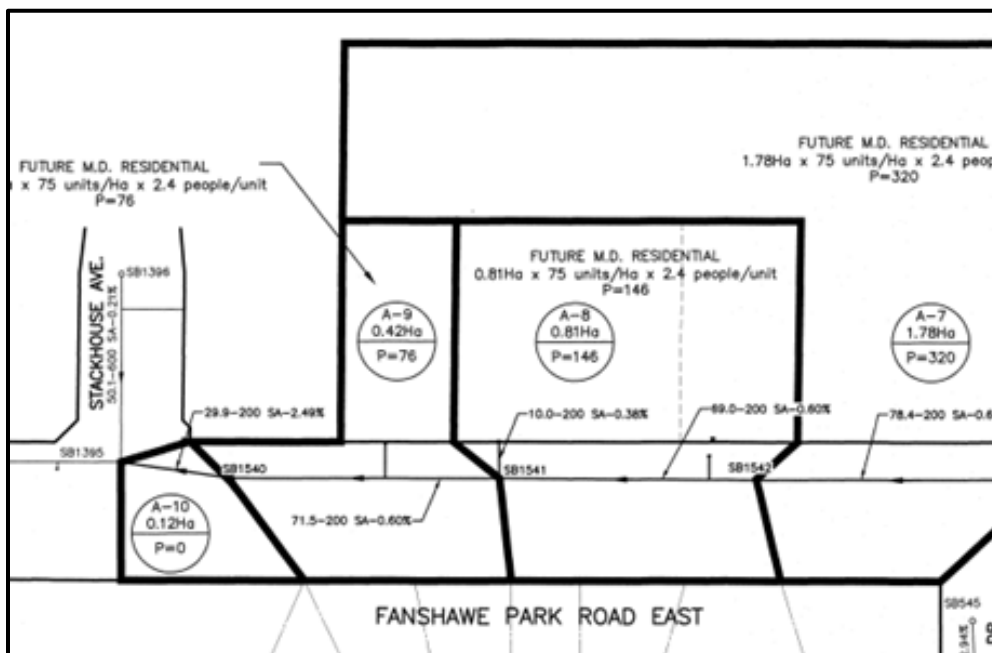
mature trees on the site and along the property boundaries. Where possible, retain existing significant mature trees (TLP, 210).

- Consider providing private outdoor amenity space at the rear of Building B.
- Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees. (TLP, 278).
- Provide a cross-section elevation and floor plans of the proposed development. Further Urban Design comments to follow upon receipt.



Engineering – Received July 21, 2023

- Engineering has no concerns with the increase in density, as it is still within the allocated density provided by the sewer design (75 units/ha), see below.

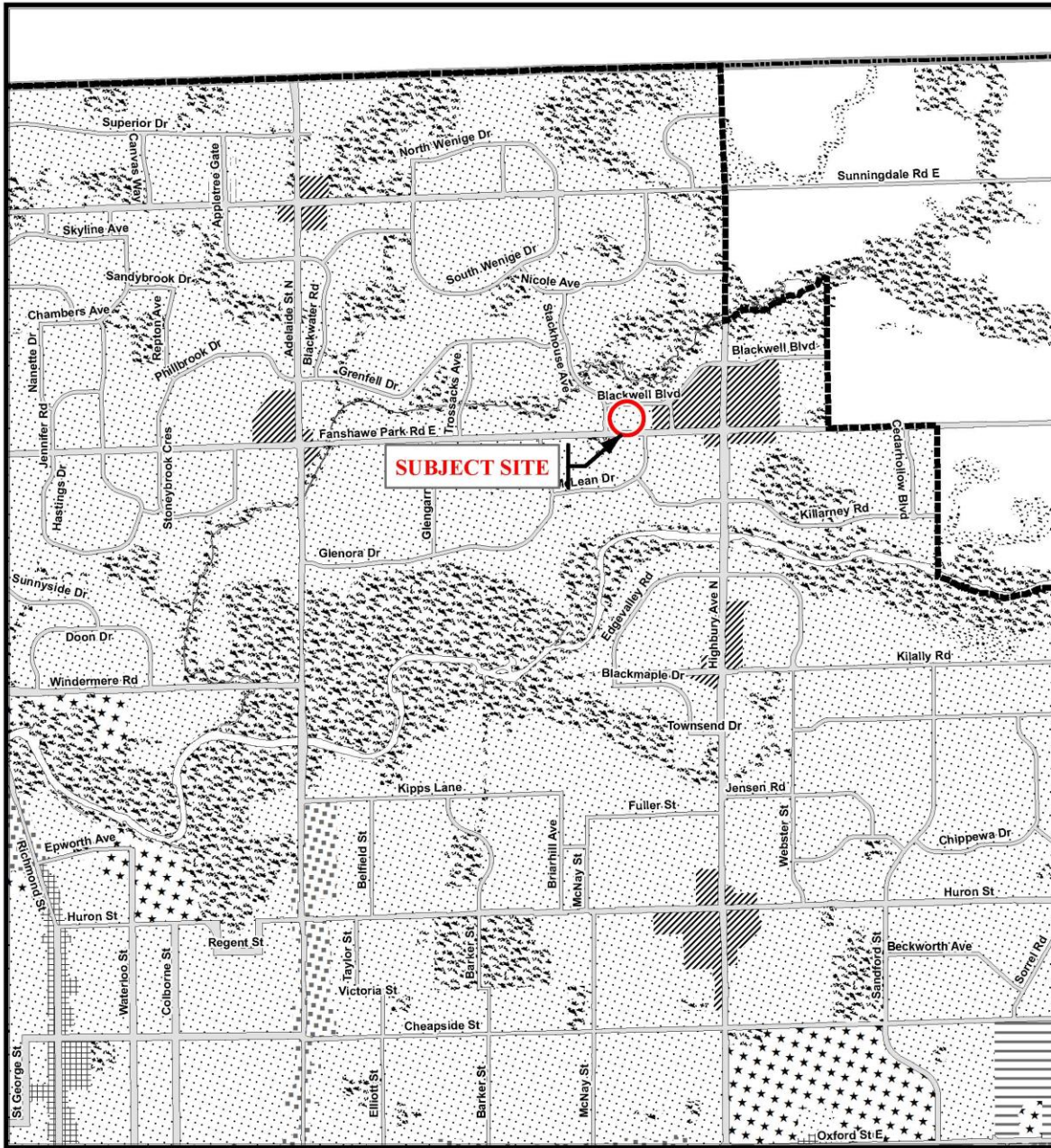


Site Plan – Received July 27, 2023

- The required front yard setback is 8m, not 6m as shown.
- The fire route must be a minimum of 3m from Building A.
- The drive aisle leading to the waste collection point is potentially problematic, recommend relocating the collection point to where the snow storage is shown at the west end of the parking area if feasible to allow for additional amenity space away from waste storage.
- Curb ramps should be shown where barrier free parking spaces are proposed.
- The sidewalk between Building A and the parking area should be a minimum of 2.1m.

Appendix F – Relevant Background

The London Plan – Map 1 – Place Types



Legend

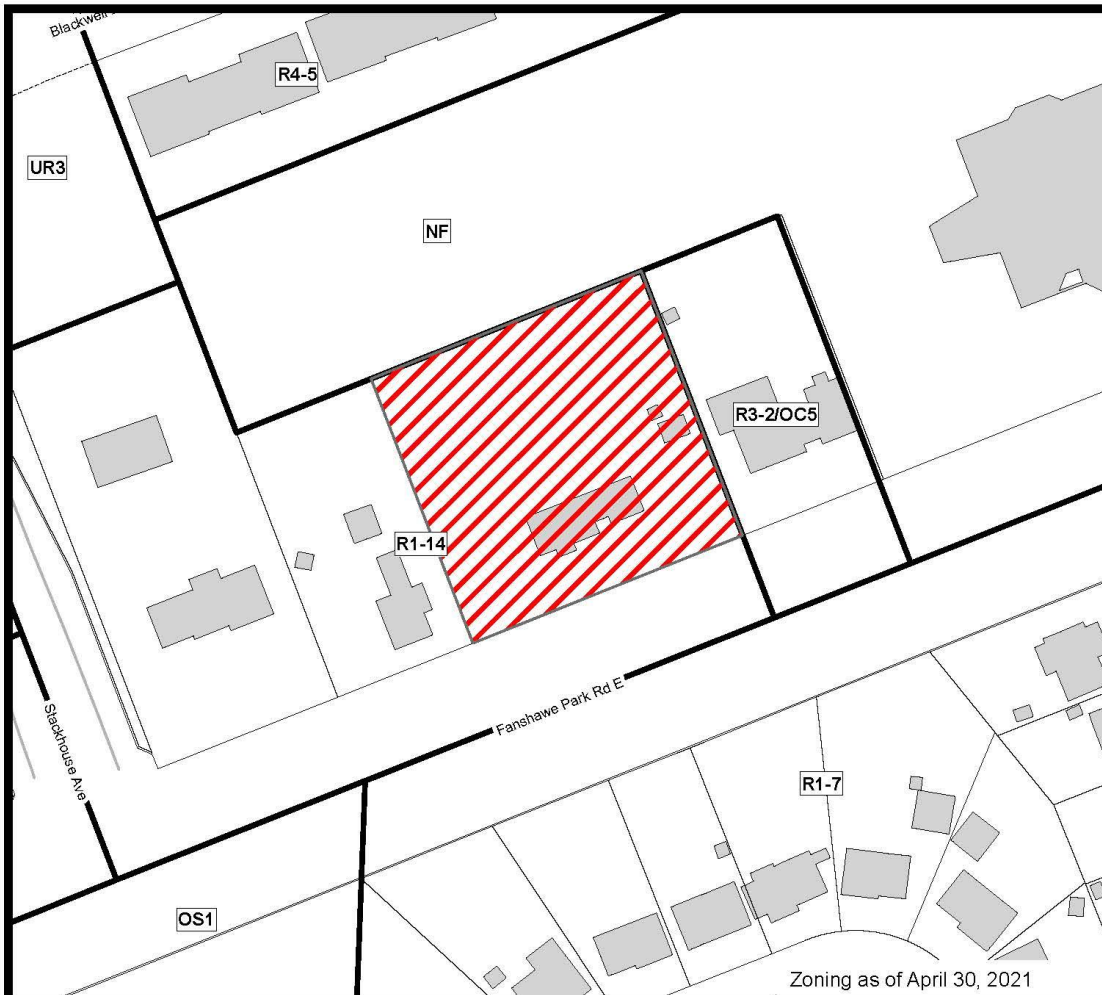
| | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

| | | |
|---|-------------------------------------|---|
| <p>CITY OF LONDON Official Plan 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: Z-9539 Planner: MH Technician: JI Date: 2023/8/9</p> |
|---|-------------------------------------|---|

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxd\Z-9539_Map1_PlaceTypes.mxd

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-14

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-9539

MH

MAP PREPARED:

2023/8/9

Jl

1:1,200

0 5 10 20 30 40
Meters

Appendix G – Applicant’s Reply to UDPRP Comments

Urban Design Peer Review Panel Comments – Applicant Response

| |
|--|
| Comment: |
| The panel agrees with City staff’s comments that consolidating with the adjacent properties, particularly the lot between the subject site and the heritage church building to the east, to build a midrise building with consolidated driveway access on Fanshawe Park Road is a good approach, if possible |
| Applicant Response: |
| The applicant has determined this is not possible. |

| |
|---|
| Comment: |
| The panel notes that the proposed modest infill development generally fits well into the context. The proposed stacked townhouses provide a different housing type along Fanshawe Park Road East, which is encouraging. |
| Applicant Response: |
| Noted, thank you. |

| |
|---|
| Comment: |
| <p>The panel has some concerns with the organization of the site as currently shown. Currently the proposed amenity space is hidden at the north-east corner of the site behind a permanent garbage storage area. The proposed two rows of townhouses have</p> <p>a front-to-back relationship. We suggest consideration of the following:</p> <p>a. Could the stacked townhouse row facing Fanshawe Park Road have both facades designed as front façade with unit entrances?</p> <p>b. Could the landscaped amenity space be relocated to the middle of the site between the two rows of townhouses, with parking re-distributed or moved underground?</p> <p>c. At a minimum we suggest relocating the amenity space to the west edge of the site away from the garbage area. If parking layout is to remain as shown, we recommend including more planted islands and landscape buffers to soften the character of the interior of the site.</p> <p>d. We recommend that the permanent garbage pick-up area should be as subtle as possible. Consider the provision of earth bins. Consider additional landscape plantings to screen and soften the garbage pick-up area.</p> <p>e. We recommend provision of a flush paved walkway running north-south across the parking lot to connect the paved walkway from the street through to the paved walkway for townhouse entrances at the rear of the site.</p> |
| Applicant Response: |
| <p>a. Due to the elevation of the initial floor level and the spatial constraints of the site, the site does not allow for the incorporation of rearward stairs/entrance. If the stairs were to be relocated internally, the basement bedroom would not meet the OBC required headroom.</p> <p>b. The applicant is willing to re-locate amenity space to the west side of the parking area away from the garbage collection area. The garbage collection is</p> |

- to remain in the north-east location as shown.
- c. Amenity space will be moved to the west of the parking area and the parking layout to remain the same as shown. Applicant will facilitate further landscape design where feasible as part of Site Plan approval.
- d. The applicant is already complementing Molok/Earth Bins for the site and will look into screening/landscaping solutions to minimize visual impacts to be detailed as part of the Site Plan process.
- e. The applicant will provide north-south pedestrian connection to the west of Building A to the amenity area and further north to Building B to facilitate more pedestrian circulation opportunities.

Comment:

The panel notes that careful consideration should be given to site grading and to the elevation of the ground floor of units relative to grade. While the requirement for generous window wells for basement floor levels is understood, the panel suggest that the number of steps from grade up to the ground floor should be reduced to 2-3 steps. This will provide a better frontage and friendlier interface with the public realm. It will also reduce the footprint of the steps to allow more flexibility for setbacks and landscape buffers. For example, the panel suggest the landscape buffer at the north edge of the south building should be increased.

Applicant Response:

Design to remain as shown regarding building height and below grade units. Reducing the number of steps and increasing the building height will reduce the amount of light exposure to the bottom units and will have minimal impact to the actual the number of steps provided with an increase in height and elimination of below grade units Applicant has provided generous window wells as part of their design to allow for maximum natural light exposure in bottom units for residents. The proposed design is not uncommon to other townhouse developments in proximity to this site.

Comment:

The panel also notes that the proposed front and rear setbacks as shown appear to be insufficient. The front landscape space is suggested to have minimum 3m wide landscape space between the proposed building and Fanshawe Park Road property line to ensure adequate quality of the living spaces for townhouses facing a high-traffic street. We recommend the proposed stacked townhouse rear setback to the north property line should be minimum 7.5m for a better separation distance from any future development on the adjacent land.

Applicant Response:

The justification for a 3m front yard setback has already been outlined in the provided Urban Design Brief by MBPC. The reduced front yard setback is proposed to bring the building closer to the street to create an inviting and comfortable pedestrian environment and human scale element to the streetscape along Fanshawe Park Road East. The placement of Building 'A' on the site also obscures the view of the surface parking area from the roadway and public sidewalk. A special provision is also being requested for the rear yard setback to allow enough space in the interior of the site to allow the applicant to provide sufficient amenities and parking area to serve the residents of the site. An increase in rear yard setback would not provide enough space in the interior of the site to accomplish what the applicant is proposing. A 6m setback is being provided at the west side of the property to provide opportunities for residents of Building 'B' to access their yards without having to go through their units (for the purposes of carrying large items to their backyards such as lawnmowers, BBQs etc.). The proposed setbacks are not uncommon to other developments in proximity to this site.

| |
|---|
| Comment: |
| The panel suggests redistributing the fenestration on the facades of the building. Currently the white gable ends appear largely like largely blank facades on the Fanshawe Park Road frontage and especially on the rear elevation on the parking lot side of the building. The white portions of the façade appear like they should be features of the elevations. We suggest they should be generously glazed or at least equally glazed with the rest of the building. The large openings on the grey walls of the elevations could be reduced if needed. |
| Applicant Response: |
| Design is to remain for the large opening on the grey walls. The large windows allow ample natural light to into the open concept floor plan, creating a bright and uplifting atmosphere for the residents. |

| |
|---|
| Comment: |
| The panel suggest the large horizontal second floor balconies on the front building along Fanshawe Park Road are detracting from the character of the elevation. Consider removing some of the balconies, relocating them to the back, or replacing them with Juliet balconies. |
| Applicant Response: |
| The continuous balcony at Level 2 provides a well-covered amenity space for the main floor units. The design of the continuous balcony is not uncommon to other townhouse developments along Fanshawe Park Road. |

| |
|--|
| Comment: |
| The panel suggests that in addition to the balcony revisions above, the large front porches could also be reduced and/or revised to small inset porches for each townhouse entrance. This will help provide a friendlier, more residential character along the street frontage while also reducing the footprint of the building, allowing more flexibility to address set-back and landscape buffer concerns noted above. |
| Applicant Response: |
| The design is to remain for the front porch as we believe that the front porch provides a friendly residential street facade. The design and size of the front porch provides adequate space for residents to use outdoor furniture and navigate the space conformably. |

From: ELIZABETH KANE [REDACTED]

Sent: Friday, September 15, 2023 5:18 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] PUBLIC MEETING, MONDAY, SEPTEMBER 18, 2023 - 1208 FANSHAWE PARK ROAD EAST - FILE: Z-9539 - PLANNER: N. PASATO

September 14, 2023

I am not against this development going forward but do not agree with the proposed special provisions as follows:

- permitting a reduced minimum front yard depth of 3.0m whereas 8.0m is required (per Application Details forwarded to me by

Planner, Nancy Pasato, although it read "6.0m" in the Londoner Public Notices on August 21, 2023)

- changing the maximum density to 74 units per hectare whereas 60 is permitted.

My reason for objecting to the special provisions is that frequently developers, aware of the zoning, submit their proposals knowing they will seek changes, and often get most of what they want in the end. In recent years, there have been several projects allowed on major thoroughfares i.e. Fanshawe Park Road and Highbury Avenue that are quite close to the roadway. My concern is that very little land is left should widening be required in the future and this issue applies to every major roadway in this city.

If leeway is going to be granted regarding requests for changes in general, I think the concessions should be limited to approximately 15%.

In the case of this File: Z-9539, the minimum front yard depth would be reduced by 62.5% and the increase in maximum density per hectare approximately 23% which is a sizable amount.

Thank you for including my submission for consideration.

Elizabeth Kane

[REDACTED]

London, Ontario

[REDACTED]

Phone: [REDACTED]

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.
3234-3274 Wonderland Road South
File Number: Z-9618, Ward 10
Date: September 18, 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 a portion of the property located at 3234-3274 Wonderland Road South:

- (a) Consistent with Policy 43_1 of The London Plan, a portion of the subject lands, 3234 and 3274 Wonderland Road South, **BE INTERPRETED** to be located within the Shopping Area Place Type;
- (b) 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** an Associated Shopping Area Special Provision (ASA8(17)) Zone and a holding Light Industrial (h-17*LI1/LI7), **TO** an Associated Shopping Area Special Provision (ASA8(_)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Ensure all landscaping fronting Wonderland Road S is designed and installed to create a strong built edge with a minimum depth of between 4.0 - 6.0 metres south of the proposed Wonderland Road S access, and that the enhanced landscaped area contemplate a forecourt element to accommodate parking spaces that are located immediately abutting the built edge landscape feature, which also provides for a pedestrian-oriented streetscape and an active street frontage, and the integration of a future Pad (Pad 10) that can be phased in over the life of the plan.
 - ii) Ensure there is a robust pedestrian network throughout the site, linking the primary building entrances to each other and internal walkways through the parking lot with all crossing connected directly to sidewalks;
 - iii) Locate the principal building entrances and transparent windows to face the public right-of-way to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access;
 - iv) Provide individual unit entrances with walkways leading to the public sidewalks on Wonderland Road S;
 - v) Provide a minimum 40% of glazing along the intersection of the Wonderland Rd S and Bradley Ave facades;
 - vi) Reduce the amount of asphalt provided to the minimum amount required and provide additional landscaping to assist with stormwater management and reduce the heat island effect;
 - vii) Ensure the Transportation Impact Study has been updated to the satisfaction of the Transportation Division.

IT BEING NOTED, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendment is consistent with the *Provincial Policy*

Statement, 2020 (PPS), which encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1.(a)).

- ii) The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Design and Building policies, and the Shopping Area Place Type policies;
- iii) The recommended amendment conforms to the Wonderland Road Community Enterprise Corridor policies in the *Southwest Area Plan (SWAP)*.
- iv) The recommended amendment facilitates the development of a vacant site within the Built-Area Boundary with an appropriate form of development.

Executive Summary

Summary of Request

The applicant has requested to interpret a portion of the subject lands as Shopping Area Place Type under Policy 43_1 of The London Plan, whereas that portion is currently within the Neighbourhoods Place Type.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone a portion of the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and a holding Light Industrial (h-17*LI1/LI7) to an Associated Shopping Area Special Provision (ASA8()) Zone with special provisions.

Purpose and the Effect of Recommended Action

The recommended action will permit an automotive sales and service establishment on the subject lands.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Well being and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Economic Growth, Culture, and Prosperity**, by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment and by encouraging equitable economic growth.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

OZ-8590, May 28, 2018

1.2 Planning History

An Official Plan Amendment and Zoning By-law Amendment application was submitted in 2016 pertaining to the subject lands. The application sought to permit all uses within the ASA3, ASA4, ASA5 and ASA8 Zones, and included provisions for maximum commercial floor area, reduced setbacks, building orientation, among others.

In September 2019, a decision by the Ontario Land Tribunal enforced By-law No. Z.-1-192796, which amended the Zoning By-law to rezone 3234, 3263 and 3274 Wonderland Road South to the current ASA8(17) Zone, which permitted the uses and

provisions sought in the 2016 Official Plan Amendment and Zoning By-law Amendment application.

1.3 Property Description and Location

The subject lands are currently vacant and are located on the southeast corner of the Wonderland Road and Bradley Avenue intersection. The portion of land subject to the ZBA includes the westerly half of both properties. There is also a wetland feature located at the southeast corner of the lands, outside of the proposed development area.

The lands are within the Wonderland Road Community Enterprise Corridor of the Southwest Area Secondary Plan, which has developed into a regional commercial centre. Currently, there is a large commercial development north of the site, between Southdale Road West and Bradley Avenue and additional commercial development west and south of the site. The east side of the street has remained primarily light industrial, despite its designation for commercial, residential, and other uses.

The Wonderland Road corridor policies permit residential, commercial, institutional, and office uses and encourages mixed-use forms of development. While to date the primary forms of development have included service commercial and retail uses along the corridor, these other uses may developed in the future.

Site Statistics:

- Current Land Use: Vacant
- Frontage: 170 metres (feet)
- Area: 6.6 hectares (acres)
- Shape: rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Neighbourhood shopping centre
- East: Pincombe Drain
- South: Vacant
- West: Vacant

Existing Planning Information:

- Existing London Plan Place Type: Shopping Area / Neighbourhoods
- Existing Special Policies: Southwest Area Secondary Plan
- Existing Zoning: Associated Shopping Area Special Provision (ASA8(17)) and Light Industrial (h-17*LI1/LI7)

Additional site information and context is provided in Appendix B.

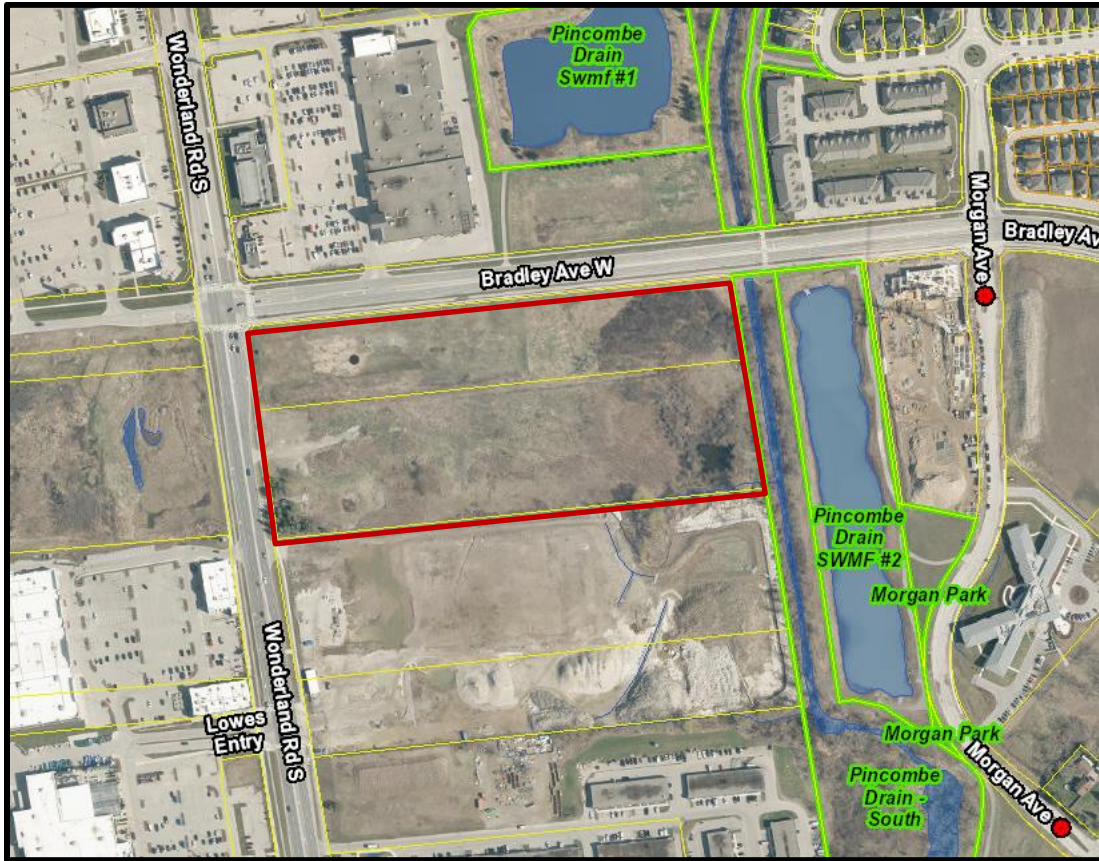


Figure 1- Aerial Photo of 3234 and 3274 Wonderland Road South and surrounding lands

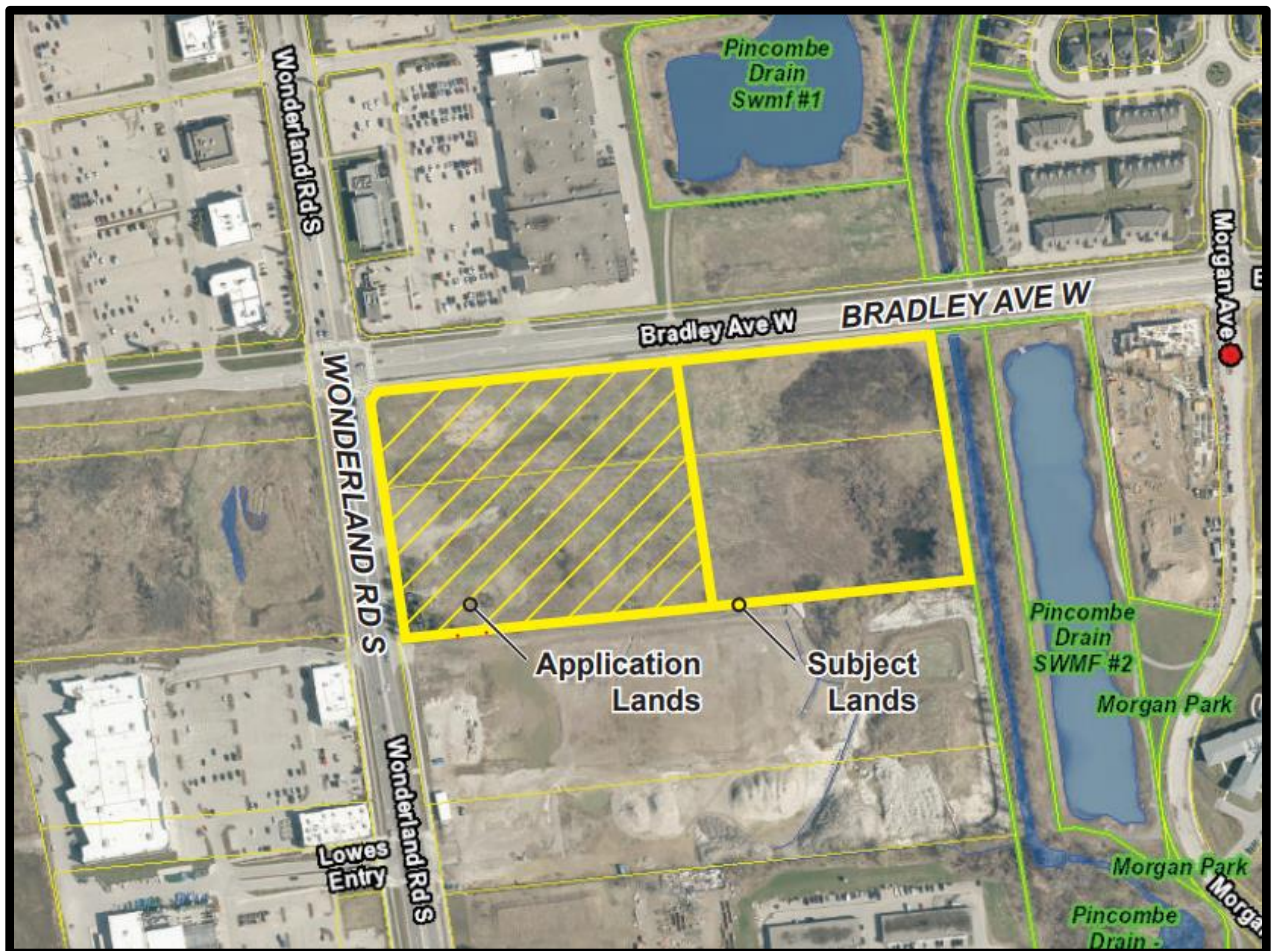


Figure 2- Aerial Photo of 3234 and 3274 Wonderland Road South application lands and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of five individual building pads and surface parking areas. The three westerly pads along the Wonderland Road South frontage, and the pad located at the northeast corner of the application lands, will host future commercial

tenants. The pad located at the southeast corner of the application lands is intended to be occupied by an automobile sales and service establishment.

The application lands are proposed to be accessed by the existing driveway central to the Wonderland Road South frontage, which is anticipated to be updated to current and appropriate development standards. Two new access points are proposed from Bradley Avenue West. A total of 504 surface parking spaces are proposed.

The proposed development includes the following features:

- Land use: Commercial (automobile sales and service establishment)
- Form: 5 buildings
- Height: 2 storeys (11.0m)
- Gross floor area: 4717m²
- Building coverage: 12.3%
- Parking spaces: 504 surface parking spaces
- Bicycle parking spaces: 30
- Landscape open space: 53%
- Functional amenity space: m²

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

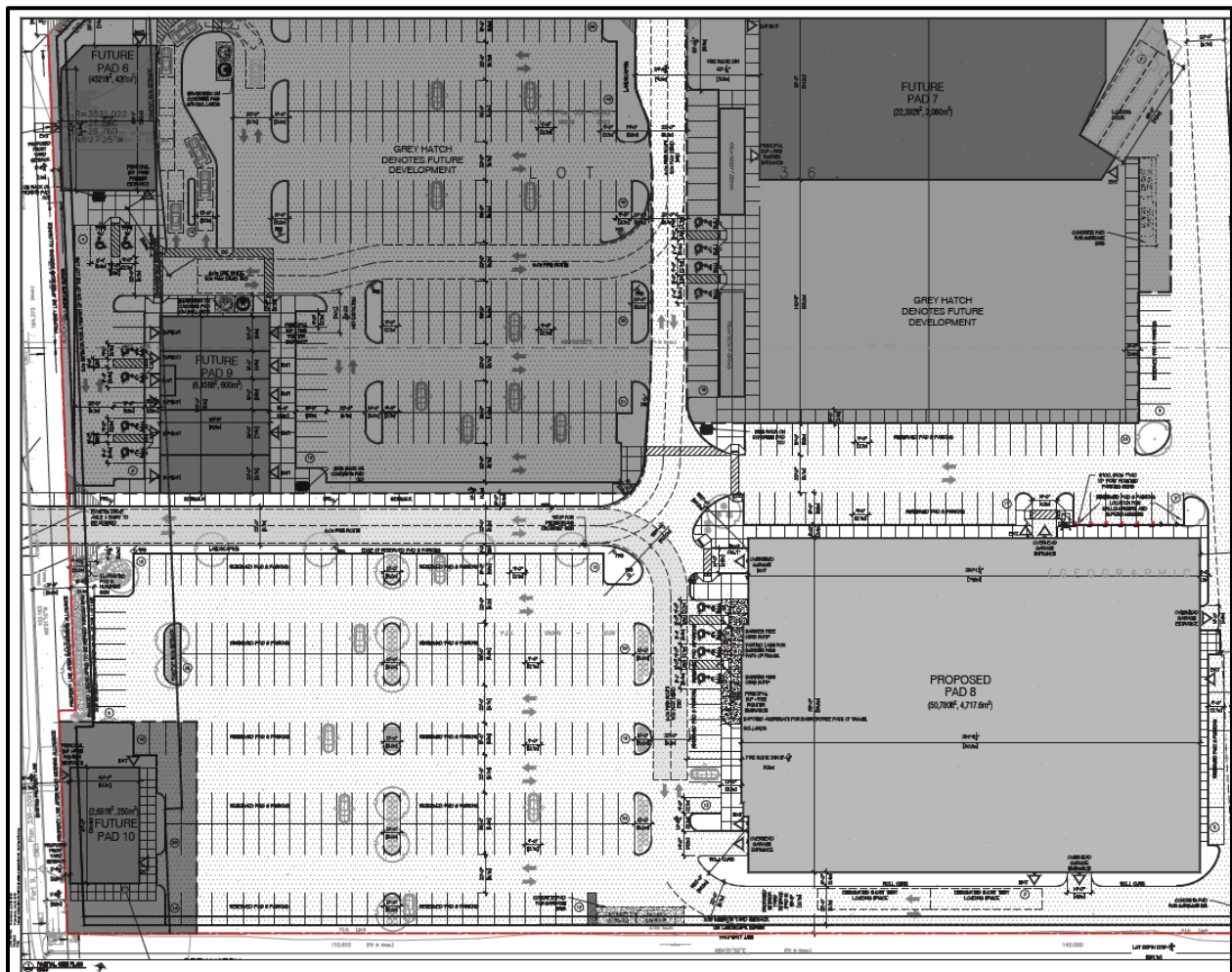


Figure 2 - Conceptual Site Plan (July 2023)

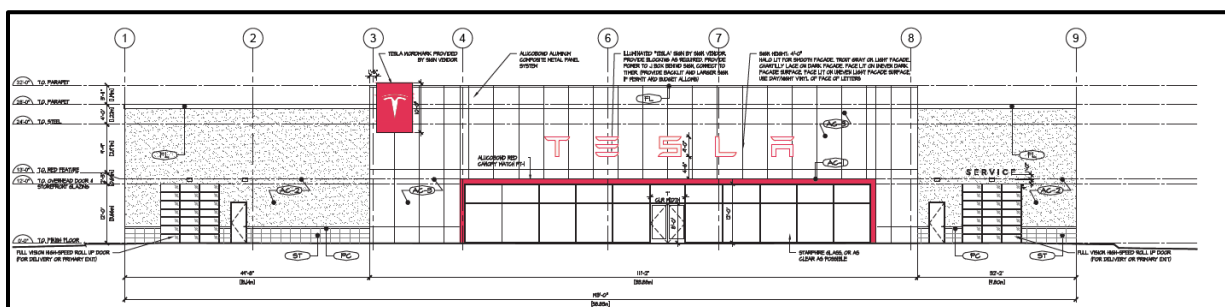


Figure 3 - East elevation of proposed automobile sales and service establishment building (July 2023)

Additional plans and drawings of the development proposal are provided in Appendix C.

2.2 Requested Amendment(s)

The applicant has requested to interpret a portion of the subject lands as Shopping Area Place Type under Policy 43_1. of The London Plan.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and Holding Light Industrial (h-17.LI1/LI7) Zone to an Associated Shopping Area Special provision (ASA8(_)) Zone.

The special provision requested is to permit an automobile sales and service establishment as an additional permitted use.

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:

- Site Plan layout concerns:
 - Over-parking
 - Parking along the Wonderland Road frontage
 - Parking Islands
 - Internal driveway
 - Landscaping
 - Buffering parking from public rights of way
 - Access

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

2.4 Public Engagement

On June 12th, 2023, Notice of Application and August 18th, 2023, Revised Notice of Applications was sent to 40 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 August 24th, 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 recommended 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.

Southwest Area Secondary Plan

The Southwest Area Secondary Plan (SWAP) applies to an area of approximately 2,700 hectares in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Routh and the Urban Grown Boundary. The Secondary Plan serves as a basis for the review of planning and development applications which will be used in conjunction with other policies of *The London Plan* however will prevail in instances where more detailed or alternative direction is provided.

Also, in addition to the general and implementation policies of SWAP it is organized and based around land use designations and policies identified for specific neighbourhoods. The subject site is part of the Wonderland Boulevard Neighbourhood and designated Wonderland Road Community Enterprise Corridor in the SWAP.

The Wonderland Road Community Enterprise Corridor designation is intended to provide for a wide range of commercial, office, residential and institutional uses in low to mid-rise building forms. Both stand-alone and mixed-use development are permitted. (20.5.6(i)).

Staff are of the opinion the recommended amendment conforms to the policies in SWAP as it provides a range of commercial uses in a low-rise building form oriented towards Wonderland Rd S while ensuring parking is located behind the proposed buildings and not along the frontage between the buildings and the roads.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Interpretation of The London Plan

A portion of subject lands has been requested to be considered in the Shopping Area Place Type where the place type currently abuts the Neighbourhoods Place Type on Map 1 – Place Types of The London Plan, as depicted in Figure 4. Policy 43_1. of The London Plan addresses interpretation of Place Type boundaries:

“The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that

the intent of the Plan is maintained and that the departure is advisable and reasonable. Where boundaries between place types do coincide with physical features, any departure from the boundary will require an amendment to the Plan.”

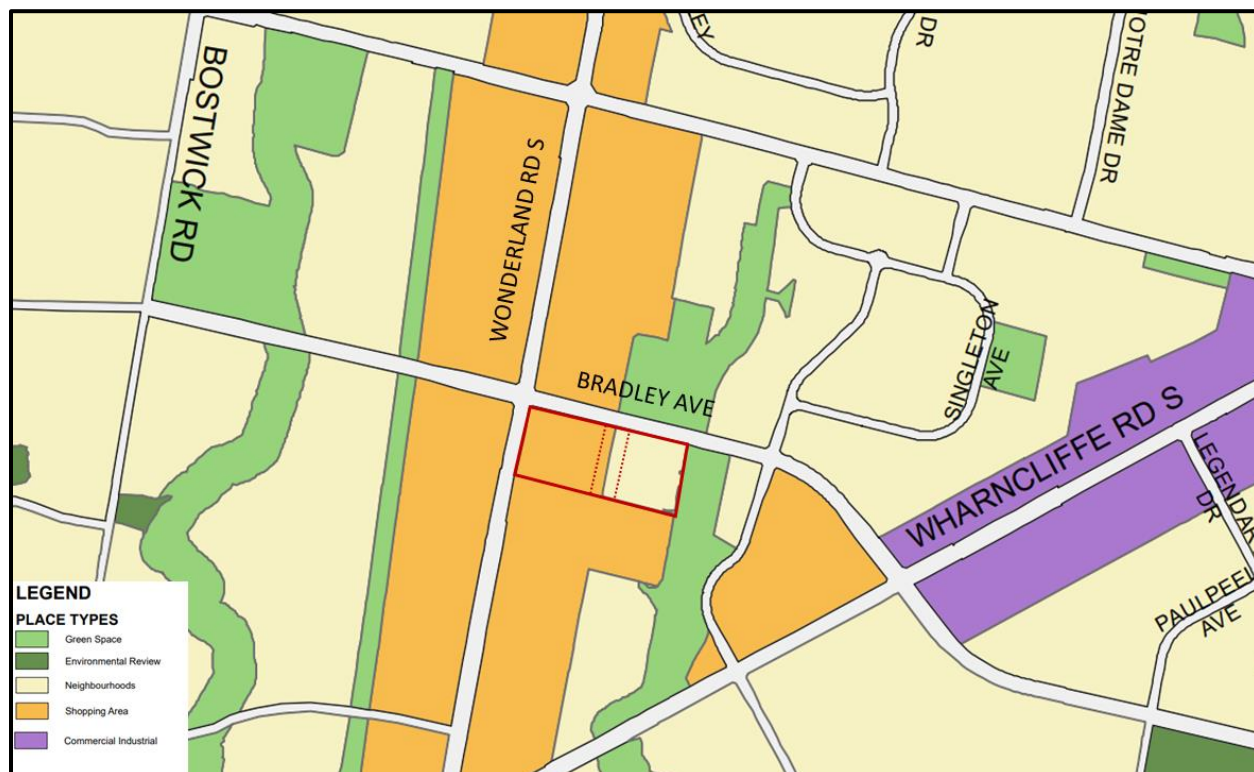


Figure 4 – Map of Place Types adjacent to the subject lands

The subject lands are intended to be developed comprehensively with the adjacent lot to the west in the future. As the existing Place Type boundary between the two lots does not coincide with any physical feature. The interpretation of the lands as being in the Shopping Area Place Type is considered a minor departure from the current boundaries, and the overall intent of the Plan is still being maintained. In Staff’s opinion the departure is advisable and reasonable and would help facilitate the development of an underutilized site with commercial uses. It is recommended the subject lands be interpreted to be within the Shopping Area Place Type.

4.2 Land Use

The proposed automobile sales and service establishment in conjunction with proposed pads for commercial uses is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Wonderland Road Community Enterprise Corridor in the SWAP and Shopping Area Place Type in *The London Plan* where a property has frontage onto an Urban Thoroughfare. The proposed commercial development aligns with the goals of the SWAP and *The London Plan* by contributing to the mix of commercial uses that are compatible with the existing area and brings uses that support employment.

4.3 Intensity

The proposed intensity is consistent with the policies of the PPS. The property is located within a settlement area (i.e., within the City of London Urban Growth Boundary) and makes efficient use of land and municipal services in accordance with policies (1.1.3.1, 1.1.3.2). Additionally, the proposal would implement the local planning framework, which envisions shopping/commercial areas, while taking advantage of existing municipal infrastructure, in accordance with policies (1.1.1 a), b), c), d), e), 1.6.6.2).

The proposed intensity at one-storey also conforms with Wonderland Road Community Enterprise Corridor in the SWAP and with the Shopping Area Place Type in *The London Plan* which contemplate a standard maximum height of 4-storeys. The proposed

intensity will facilitate an appropriate scale of development on an underutilized property that efficiently uses the land and existing municipal services. The proposed development would intensify and revitalize the site by implementing the planning framework envisioned for this site.

4.4 Form

The recommended amendment and direction to the site plan Approval Authority ensures the proposed built form is consistent with Wonderland Road Community Enterprise Corridor in the *SWAP*, the Shopping Area Place Type policies and the City Design Policies in *The London Plan*. The recommended amendment provides an appropriate form and scale of commercial development through the proposed building and site layout ensuring the future uses are compatible with the existing area and supports the vision for this area.

Specifically, *SWAP* encourages commercial development in a “main street” format where the uses are oriented to the street creating a pleasant pedestrian shopping environment (20.3.9 iii(b)). The proposed built form and recommended direction to site plan ensures a positive pedestrian environment is created and that the development oriented towards both roads give prominence to the corner of the site.

Also, *SWAP* polices that relate to this development include policies reflecting parking. The policies indicate that no parking is permitted between the buildings and public sidewalks. Additionally, the policies indicate that parking areas shall be designed to reduce the visual impacts with screening including low fences, walls landscaping etc. Therefore, staff have indicated that through the site plan approval process that the portion of the lands, south of the Wonderland Road S access driveway, incorporate enhanced landscaping that is proposed be widened and designed as a built edge feature to assist with the visual impact and screen the proposed parking along the Wonderland Road S frontage. In addition, for the lands north of the Wonderland Road S access driveway that only accessibility parking may be permitted. These design considerations are consistent with the Site Plan that has been submitted by the Applicant.

The following form-based issues were raised through the review of the initial site concept plan submitted with the Zoning By-law Amendment application:

- Parking area setbacks
- Landscaping

These details will be finalized through the future site plan process and are included as recommended considerations to the Site Plan Approval Authority.

With the identified site plan considerations and special provision for the parking setback, staff are satisfied the proposed form is consistent with the Shopping Area Place Type policies and the City Design Policies, and that the above noted form issues can be sufficiently addressed through a future Site Plan Application.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Associated Shopping Area Special Provision (ASA8(17)) Zone and a Holding Light Industrial (h-17*LI1/LI7) Zone to an Associated Shopping Area Special Provision (ASA8(_)) 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 Southwest Area Plan and will permit an automotive sales and service establishment on the subject lands.

Prepared by: Alanna Riley, MCIP, RPP
Senior 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 portion of the lands located at 3234-3274 Wonderland Road South

WHEREAS Southside Construction Management Ltd. has applied to rezone a portion of the lands located at 3234-3274 Wonderland Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3234-3274 Wonderland Road South, as shown on the attached map comprising part of Key Map No. 111, **FROM** an Associated Shopping Area Special Provision (ASA8(17)) and Holding Light Industrial (h-17*L11/LI7) Zone **TO** an Associated Shopping Area Special Provision (ASA8()) Zone.
2. Section Number 24.4 of the ASA Zone is amended by adding the following Special Provision:

ASA8() 3234-3274 Wonderland Road South

a. Permitted Uses:

- i) Permitted uses shall include all uses permitted within the ASA3, ASA4, ASA5, and ASA8 Zones
- ii) One automobile sales and service establishment with a gross floor area of 4,750m²

b. Additional Regulations

i) Total commercial floor area (Maximum): 18,700 m² (201,285 sq. ft.)

ii) Building setback from the Wonderland Road South lot Line(maximum), for a minimum of 10% of the lot line length: 3 metres (9.8 feet)

iii) Building setback from the Bradley Avenue lot line (maximum), for a minimum of 30% of the lot line length: 3 metres (9.8 feet)

iv) Building Orientation:

Primary building façades with dominant signage and primary entrances into commercial units shall face Wonderland Road South

v) Commercial Floor Area to be located within buildings with a maximum Gross Floor Area of 1,500 m² (%) (Minimum): 20%

vi) Setback from Wonderland Road South for buildings with a maximum Gross Floor Area of 1,500 m² (Maximum): 18 metres (59.1 feet)

vii) Portion of the primary, street-facing building façade along Wonderland Road South occupied by public entrances and window openings within the first 4 metres (13.1 feet) of building height (Minimum):

viii) Single-loaded parking aisle is permitted between Wonderland Road South lot line and primary, street-facing building façade.

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-9618 Planner: AR Date Prepared: 2023/09/06 Technician: RC By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters</p>  |
|--|---|

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|--------------|
| Current Land Use | Vacant |
| Frontage | 170 metres |
| Area | 6.6 hectares |
| Shape | Regular |
| Within Built Area Boundary | Yes |
| Within Primary Transit Area | No |

Surrounding Land Uses

| | |
|-------|-------------------------------|
| North | Neighbourhood shopping centre |
| East | Pincombe Drain |
| South | Vacant |
| West | Vacant |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Bradley Avenue and Wonderland Road South, 0m (adjacent) |
| Dedicated cycling infrastructure | Bradley Avenue and Wonderland Road South, 0m (adjacent) |
| London Transit stop | Bradley Avenue and Wonderland Road South (Route 12), 0m (adjacent) |
| Public open space | Morgan Park, 415m |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|---|
| Current Place Type | Shopping Area and Neighbourhoods Place Type, along two Urban Thoroughfares (Bradley Avenue and Wonderland Road South) |
| Current Special Policies | Southwest Area Secondary Plan |
| Current Zoning | ASA8(17)/LI1/LI7*h-17 |

Requested Designation and Zone

| | |
|----------------------------|----------------------|
| Requested Place Type | No changes proposed |
| Requested Special Policies | No changes proposed |
| Requested Zoning | ASA8(_)/LI1/LI7*h-17 |

Requested Special Provisions

| Regulation (ASA8(_)) | Required | Proposed |
|-------------------------------|----------|----------|
| Refer to Zoning Referral Form | - | - |
| | - | - |
| | | |
| | | |
| | | |
| | | |

C. Development Proposal Summary

Development Overview

The proposed development of the application lands consists of five individual building pads and surface parking areas. The pad located at the southeast corner of the application lands is intended to be occupied by an automobile sales and service establishment, and all four other pads are intended to have future commercial tenants.

Proposal Statistics

| | |
|--|--|
| Land use | Commercial |
| Form | Automotive sales and service establishment |
| Height | 2 Storeys (11.0 metres) |
| Gross floor area | 4717m ² (proposed building) |
| Building coverage | 23.2% (proposed development area), 12.5% (full lot) |
| Landscape open space | 23.2% (proposed development area), 58.4% (full lot) |
| New use being added to the local community | No |

Mobility

| | |
|---|---------------|
| Parking spaces | 504 (surface) |
| New electric vehicles charging stations | Unknown |
| Secured bike parking spaces | 0 |
| 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 | N/A |

Environmental Impact

| | |
|---|------------------------------|
| Tree removals | Unknown |
| 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 (no existing structures) |
| Green building features | Unknown |

Appendix D – Internal and Agency Comments

Heritage

- No heritage or archaeological concerns for this application. Archaeological matters once associated with this property have been addressed.

Imperial Oil

- No Imperial Oil conflict.

Parks Planning

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25. Consistent with the regulations of the Ontario Planning Act, the applicant shall provide cash-in-lieu of parkland equal to 2% of the value of the property assessed on the day the application for an approval of development in a site plan control area under subsection 41 (4) was made for the portion of the site that pertains to this application.
- An appraisal undertaken by an Accredited Appraiser (AACI) is to be submitted to Development Services for review and the value of payment is to be included as a condition of site plan approval.

Landscape Architecture

- No comments.

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.

Urban Design

The subject site is located within the Wonderland Road Community Enterprise Corridor (WRCEC) in the Wonderland Boulevard Neighbourhood of the South-West Area Secondary Plan [SWASP], which **contemplates vertically integrated mixed-use mid-rise development that prioritizes pedestrian circulation with minimum impacts of vehicles and parking on the public realm.**

Urban Design is generally **not supportive** of this proposal and would recommend **considering an alternative form of development** for the parcel that is more in line with the vision of the **Shopping Area Place Type** and the **Wonderland Road Enterprise Corridor in the Southwest Area Secondary Plan (SWASP).**

If the applicant is to move forward with the proposed development, Urban Design has the following comments:

Matters for Zoning

Zoning provisions should address:

1. **A maximum setback along Wonderland Rd S and Bradley Avenue West** to ensure a street-oriented development
2. **A minimum ground floor height of (4.5m)** for the commercial buildings
3. **A minimum percentage of glazing (40%) along the Wonderland Road S and Bradley Avenue façade** to facilitate an active ground floor

Matters for Site Plan

1. The proposed development shall be designed to be pedestrian and transit friendly from the outset. The development shall be generally oriented to the street where possible and shall promote a vital and safe street life. Refer to SWASP 20.5.6.1(vi)(c), London Plan, Policies 872, 256, 272, 255, 269
 - Ensure that Pad 8 is relocated closer to the street to provide for a more pedestrian-oriented streetscape and to avoid creating a non-active street frontage

- Remove the parking located between Pad 9 and Wonderland Road in favour of an enhanced landscape and tree buffer.
 - Ensure there is a robust pedestrian network throughout the site, linking the primary building entrances to each other and internal walkways through the parking lot
2. Ensure that the built form and landscape treatment will address the corner of Wonderland Rd S and Bradley Ave W. Refer to the London Plan, Policies 291, 268
 - Locate the principal building entrances and transparent windows to face the public right-of-way to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access
 - Provide individual unit entrances with walkways leading to the public sidewalks on Wonderland Road S and Bradley Ave W.
 3. Ensure surface parking is set back behind the front face of the buildings or limit the parking to one row and a drive aisle on the front yard setback. Refer to the London Plan, Policies 272, 278
 - Create a forecourt between the buildings and Wonderland Rd S by changing the design of this space to be different than the rest of the parking areas on site. This can be achieved by changing the paving materials, better defining the space through landscaping and pedestrian walkways, and using other design elements and features to create a space that does not appear to be a parking area.
 - If any surface parking is exposed to the public streets, screen the parking with enhanced all-season landscaping, including shrubs and street trees
 4. Reduce the amount of asphalt provided to the minimum amount required and provide additional landscaping to assist with stormwater management and reduce the heat island effect. Refer to the London Plan, Policies 282, 878_3
 5. Other policies of SWASP 20.5.3.9 should be considered.
 6. Ensure the design of the buildings consider weather protection (e.g., Canopies) above the primary entrance doors to ensure safety and comfort of the users
 7. Ensure that all service equipment on the building roof is well-screened and integrated with the design of the building
 8. Ensure all waste storage area is integrated into the proposed built form. Alternatively, waste receptacles should be adequately screened.
 9. Ensure that the site plan and all the elevations match in terms of the direction
 10. Further comments pertaining to the building design and site configuration will be provided once all set of plans and elevations and massing models for all the four buildings are submitted

Please note that UDPRP consultation will **not** be required for this application

Site Plan

1. Major Issues

- Provide for an additional building along Wonderland Road South with a pedestrian connection leading to Pad 8. This was indicated at the time of consultation and is to be addressed through the Zoning By-law Amendment process to ensure buildings front the street with an enhanced pedestrian connection to Pad 8 (SWASP 20.5.6.1.vi). See attached red-line drawing..
- Parking is to be located at the rear of the building(s) with sufficient screening. By including the second building and pedestrian connections, parking is screened from Wonderland Road South (SWASP 20.5.6.1.vii).

•

2. Matters for OPA/ZBA

- Landscape islands are to be dimensioned to ensure the minimum 3.0 metres is achieved (Site Plan Control By-law, Section 6.2)

Transportation

- Proposed Traffic Impact Assessment (TIA) was not scoped with City staff and therefore report is lacking analysis/review of Key element that would have been asked otherwise;
- Further study are intersections are not consistently selected and are so much distanced from subject site to capture development impact;
- Additional study area intersections and traffic analysis is required;
- An all-move access at Site Access #2 along Bradley Ave cannot be permitted due to operational concern. It is also not consistent with City's Access Management Guideline (AMG) and therefore left-out movement from proposed site needs to be restricted;
- A westbound left-turn lane along Bradley Ave and a pork-chop island treatment as per Exhibit 2-1 of the AMG is required at above noted access;
- Site Access #2 is not analyzed properly under synchro since report shows southbound movement from 3180 Wonderland Rd as all-move access;
- All background developments has not been considered in the report. Therefore, new traffic analysis is required for all study area intersections;
- No future road upgrade or extension of Bradley Ave has been considered in the report;
- An updated traffic study is required reflecting all changes. Scope/update should be confirmed with transportation prior to commencing.

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: City of London
1364-1408 Hyde Park Road
File Number: OZ-9635, Ward 7

Date: September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of the City of London relating to the property located at 1364-1408 Hyde Park Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 26, 2023 to amend the Official Plan, The London Plan, to create a new specific policy area for the subject lands within the Neighbourhoods Place Type;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 26, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** an Urban Reserve (UR3) Zone, **TO** a Special Provision R9 Residential (R9-7(_)) and Open Space (OS1 and OS5) Zones.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issue through the site plan process:
 - i) Include short-term public bicycle parking in the development.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Neighbourhoods Place Type.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR3) zone to a Special Provision R9 Residential (R9-7(_)) zone and Open Space (OS1 and OS5) zones.

Staff are recommending approval of the requested amendment to The London Plan and related Zoning Bylaw amendment.

Purpose and the Effect of Recommended Action

The recommended action will permit the development of two apartment buildings to a total of 140 units, 17 townhouse units and the establishment of two open space zone.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to *The London Plan*, including, but not limited to the Neighbourhoods Place Type and Our Tools; and
3. The recommended amendment facilitates the development of housing on a greenfield site within a residential area.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Climate Action and Sustainable Growth** by ensuring waterways, wetlands, watersheds, and natural areas are protected and enhanced.

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

The project site is currently vacant/undeveloped but is of suitable size to support the development of various housing types. Lands to the south and west will be preserved as open space in the long-term, serving as a neighbourhood park and stormwater management block. The stream in the southwest corner of the site will also be protected. Properties to the northwest of the site are comprised of single-detached dwellings. The property to the north of the site is currently undeveloped, but is planned for a low-rise apartment building.

The Hyde Park Planning District is an actively developing community within the City of London. The Hyde Park Planning District had a population of approximately 8,170 people at the time of the latest census (2016). The land use pattern within 800 metres of the project site is diverse, consisting of residential neighbourhoods, shopping areas, schools, businesses (commercial and commercial industrial uses), and parks. Large portions of the area are still developing and there are multiple active and recently approved development applications in the vicinity of the site. The intersection of Gainsborough Road and Hyde Park Road is the historic focus of economic/commercial activity for the Hyde Park area. The project site is situated just south of this “Main Street” business area. Most of the housing stock in the Hyde Park area has been built since 1993. The proportion of single detached housing is significantly higher in the Hyde Park area than City-wide with 80% of occupied dwellings being single detached in 2016 (vs. 50% city-wide). Conversely, the number of apartment dwellings as a proportion of the community housing stock is much lower than the City-wide average.

Site Statistics:

- Current Land Use: vacant (greenfield)
- Frontage: 133.0m
- Depth: 101.5m
- Area: 1.35ha
- Shape: regular
- Located within the Urban Growth Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Vacant – future 4-storey apartment building

- East: Vacant – Zoned BDC2 and UR3 within the Main Street place type.
- South: Stormwater management pond
- West: Local Park (Cantebury)

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods
- Existing Zoning: Urban Reserve (UR3)

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

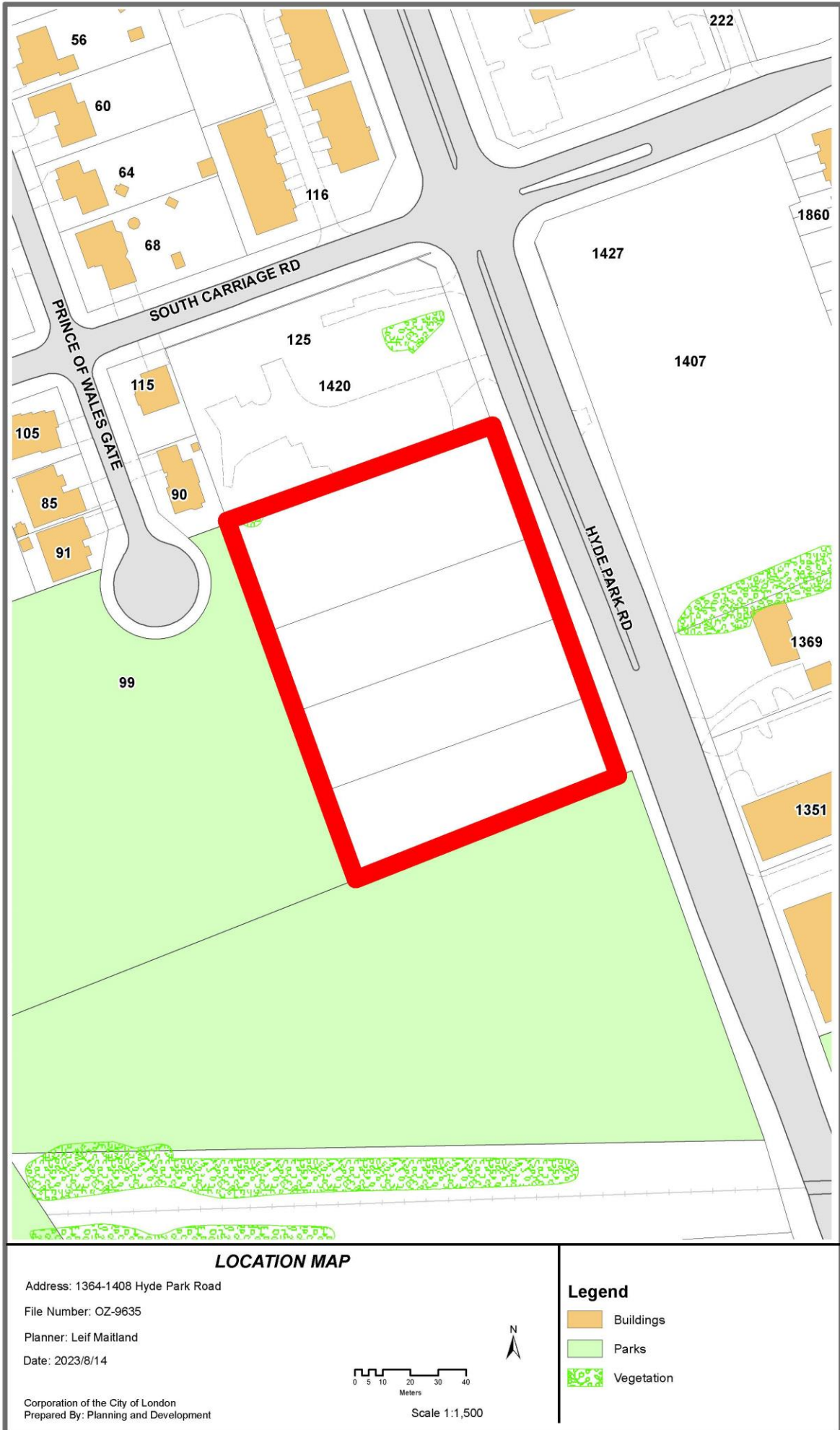


Figure 1- Topographic map of 1364-1408 Hyde Park Road and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The concept envisions two mid-rise apartment buildings on the site. Building “A” consists of 60 units and Building “B” consists of 80 units, totaling 140 apartment units. The concept plan also envisions the development of a block of 17, 2-storey townhouses on the northwest portion of the site, fronting onto the adjacent Canterbury Park. A total of 92 surface parking stalls will be provided (0.5 stalls per unit for apartments and 1 per unit for townhouses). Vehicular circulation is provided via a new access driveway from Hyde Park Road and the site design includes internal turnarounds, lay-bys and dedicated garbage/loading stalls. The concept also provides for parkland dedication along the south property line and naturalized buffers from the regulated watercourse.

The proposed development includes the following features:

- Land use: residential and open space
- Form: apartment and townhouses
- Height: 3 storey (12m), 6 storey (21m) and 7 storey (24m) portions.
- Residential units: 157
- Density: 132 uph
- Building coverage: 28.5%
- Parking spaces: 40 underground / 92 surface
- Landscape open space: 44%

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



Figure 2 - Conceptual Site Plan (July 2023)

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

2.2 Requested Amendment(s)

The applicant has requested to add a Specific Policy to the Neighbourhoods Place Type in The London Plan, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal, specifically to permit a seven-storey height.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Urban Reserve (UR3) Zone, TO a Special Provision R9 Residential (R9-7(_)) and Open Space (OS1 and OS5) Zones to create a developable parcel.

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

| Regulation (Zone) | Requested | Proposed |
|---------------------------|--------------------|---|
| Additional permitted uses | Cluster townhouses | Cluster townhouses; cluster stacked townhouses; |
| Front yard setback | 2.0m | 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m) |

| Regulation (Zone) | Requested | Proposed |
|----------------------------|--|--|
| Interior Side yard setback | North: 2.8m South: 3.0m | North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms. South: 2.0m (except for portions that about the OS5 Zone, in which case the required setback is 0.0m) |
| Rear yard setback | 2.0m | 2.0m |
| Height | Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m | Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m |
| Parking | | 0.3 spaces per apartment unit |
| Additional Regulations: | | Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands. |

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. Comments from the Heritage Planner on the file indicated that given archaeological clearance had not, as of the writing of this report, been received and as such a holding provision was recommended. Additional comments received were minor in nature and detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On July 20, 2023, Notice of Application was sent to 50 property owners 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. The planning consultants, Siv-ik, also provided 85 post cards through a door-to-door handout and 2 posters in the nearest apartment building on July 19, 2023 in advance of the August 2, 2023 community meeting held where participants were informed of the City process. On July 30, 2023 an article was published in the London Free Press entitled “Affordable housing may rise on city-owned land in Hyde Park” which noted that the City was seeking consultation on the proposal. A “Planning Application” sign was also placed on the site.

As of August 21, 2023, twenty unique responses were provided to staff regarding the file. Of those responses, 6 indicated they were in favour of the proposal and 13 indicated they were opposed.

As the London Free Press article’s focus on the potential for the site to develop with affordable housing, the most common concern raised by respondents related to the affordability of the site with 7 respondents indicated they were concerned about a lack

of affordable housing in the area or that the proposal would not be affordable. Four respondents indicated that they were concerned that the housing would be affordable, with 3 respondents noting that they didn't wish to see visible indicators of poverty and one directly presuming that such poverty would bring crime. This is similar to two respondents who indicated they were opposed to the proposal as it would bring down the cost of their house in a potential future sale.

In terms of the scale of housing provided respondents were split with five seeing the proposal as an appropriate or necessary amount of housing, while five found the number of units proposed excessive for the location.

Eight respondents indicated concerns that the development would negatively impact wildlife. This is contrary to prior work completed which found no vulnerable species on the lands and the inclusion of increased open space in the proposal. Five respondents saw the proposal (which increases open space) as a reduction in park space to which they were opposed. One respondent opined, in contradiction to the others on this topic, that an apartment development on the site would reduce pressures on the natural environment when compared to less-dense and more land intensive forms of development.

Traffic and transit were referenced by respondents with seven believing that this development would unreasonably increase the traffic on already busy Hyde Park Road. Respondents were split as to whether the development would support and play well with existing public transit options or whether transit options were insufficient at this location, and therefore a reason not to proceed with the proposal.

Full public comment details are included in Appendix "E" of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS 2020) includes specific policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
3. To encourage the development of housing that is accessible and affordable for all Ontarians.
4. To encourage the development of housing in a way that supports healthy and livable communities

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.

The proposal through the provision of housing in an area dedicated to residential development shows broad conformity with Provincial goals. It takes advantage of available municipal services and, as proposed directs its more significant impacts away from existing development towards higher order streets. The proposal fits seamlessly within the existing and planned context. Staff are of the opinion that all the above criteria have been satisfied as detailed below.

4.0 Key Issues and Considerations

4.1 Specific Policy Area

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.

The proposed site specific Policy only alters the upper maximum height for a portion of the overall site and sets defined, site-specific, performance measures which provide an additional level of urban design control (and housing mix) beyond the basic policies of the plan. Adherence to this site specific policy will ensure that all other policies of the plan are met.

2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.

The proposed policy is a minor adjustment to the form of the building at the southern edge of the place type in a unique context (3-public frontages). This neither challenges the integrity of the place type locally nor does it provide a precedent for place type degradation at other locations.

3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.

Given the size and configuration of the lot assembly along with the specific nature of surrounding uses (i.e., it is bounded by a neighbourhood park, stormwater management facility and major road), there are limited (if any) sites in the Neighbourhoods Place Type which would exhibit all of these characteristics. This represents a sufficiently unique situation.

4. The proposed use cannot be reasonably altered to conform to the policies of the place type.

Given the nature of site adjacencies and the opportunity this site presents for residential intensification, it would be unreasonable to apply the existing upper-maximum through a strict lens. The proposed combination of minor additional added height in the south portion, with the requirement for lower forms to be developed in the northwest (more sensitive portion) would produce a better, lower-impact design outcome.

5. The proposed policy is in the public interest and represents good planning.

To implement the City's objective of providing for a diversity of housing forms on large sites, securing built form that achieves fit and transition with the surrounding existing/planned context, and best addressing the special/unique characteristics of this site in particular (which possesses three public frontages), a site-specific special policy is being proposed which would establish minor increased building height permissions on the south portion, while also establishing site-specific design performance measures

and requirements for housing forms, to produce an optimal built form outcome tailored to the site itself. Staff are of the opinion that all the above conditions have been met and that a specific area policy is appropriate for the lands.

The proposed policy provided by the applicant would read:

For the lands in the Neighbourhoods Place Type located at 1364, 1376, 1390 & 1408 Hyde Park Road, apartment building(s) shall be permitted to extend to an upper maximum height of 7-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Any portion of a building permitted to increase to 7-storeys shall be located within 55 metres of the shared property line with the adjacent Park/SWM block to the south of the site, such that the enhanced height/massing is oriented in a manner that minimizes impacts on adjacent land uses and frames the adjacent public realm. In order to be eligible for the increased height, the lands shall be zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the upper-maximum and enables multiple housing forms.

Staff are of the opinion that this policy language effectively guides development on the site, noting the context and specificities required and as such recommend it for approval.

4.2 Establishing the Residential Zone and Open Space Zones

The lands are currently zoned Urban Reserve (UR3) a zone for lands “which are primarily undeveloped for urban uses” and “to provide for future comprehensive development on those lands.” As such a new residential zone would be needed to facilitate future development as contemplated by the zone.

The London Plan provides guidance on the goals and direction an applied zone should achieve at this site as part of the Neighbourhoods Place Type. Goals such as “creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities;” and direction including “properties fronting onto major streets may allow for a broader range of uses and more intense forms” (919). Given the subject lands front onto Hyde Park the range of development contemplated by Table 10 of the plan for the site includes low-rise forms, such as townhomes, through to low-rise apartments.

The application proposes a Residential R9 Zone (R9-7) with special provisions. This base zone which “provides for and regulates a wide range of medium and higher density residential developments in the form of apartment buildings”. This zone without special provision would implement the Neighbourhoods Place type permission for apartment buildings with the height established separately through special provision to ensure appropriate scale.

The applicant has also proposed a portion of the land be zone OS5 within 15m of the Van Horik Drain which runs through the southeast corner of the lands. The conservation authority have indicated “**no objections** to the proposed” further noting that the 15m is the standard for such situations. The OS5 zone would prevent all development in that zone, while a further buffer (un-zoned) will continue to require that any future development adjacent (within the R9 zone) would require conservation authority review.

The applicant has indicated that they are voluntarily providing a park space along the southern portion of the property which is to be zoned OS1 and dedicated to the City for Parks purposes. It should be noted that this is not a requirement; however, it does support Parks purposes by providing a wider access to Hyde Park specifically, and increasing the park size more generally, and as such the re-zoning and subsequent dedication are supported by Parks. Although this process does not dedicate the lands (dedication is not a requirement for affordable housing developments), the OS1 zoning will ensure that a rezoning is needed for the space to be used for any other purpose and

will facilitate the dedication of the lands.

Staff have no issues with the layout of the proposed zones noting that additional regulations provided through the special provisions are required.

4.3 Additional Permitted Uses

The applicant has requested two additional permitted uses for the site to be included in the Residential R9 Zone, namely cluster townhouses and cluster stacked townhouses. Both of these uses are contemplated by Table 10 of the London Plan as appropriate for the subject lands given its frontage on a Civic Boulevard. In the concept provided these would be located in the north west corner of the site adjacent to the park to the west and the parking lot of the future low-rise apartment building to the north. This is also the corner closest to existing low-rise development. Staff have no objection to the inclusion of these uses to allow for flexibility and a less-intense form of development on the site in combination with the intensity provided along Hyde Park.

4.3 Special Provisions for Setbacks

The application proposes a number of setback related special provisions. Specifically the request is for 2.0m setbacks along all frontages with exceptions for the OS5 zone where the request setback is 0.0m or 6.0m where the end wall of a unit contains windows to habitable rooms.

The request for a 2.0m setback along all property limits is a reduction from the standard Residential R9 provisions. The Residential R9 Zone was developed as a suburban form with the presumption at the time that more urban developments would necessitate a commercial component and be zoned something like Business District Commercial. The 2.0m setback for the front yard allows the development to maintain the street wall established by the zoning to the immediate north and increase the usable amenity space within the centre of the site. Applying the setback along the South and West allows the property to be close enough to the park space to provide a natural border and reduces dead space that could otherwise function as amenity for future residents. Finally, the implementation of 2.0m setback along the north is sufficient for hedging type plantings while further special provisions (described below) would add additional privacy protections for residents of the development and to its north.

The 0.0m setback request along the OS5 zone is a specific response to the angular path of the drain and its associated zone. The setback is based on the assumption that the building would not run along the zone line but approach it at a point. Site plan has suggested a further setback at this location to ensure construction activities don't encroach which the Conservation Authority notes is a concern to be addressed at site plan through their permitting process. Given the Conservation Authority further note that short-term encroachments may be permitted and they have "no objections" to the proposal the setback is acceptable with the applicant forewarned that future design considerations will need to be thoroughly reviewed in this area.

The 6.0m setback for habitable rooms is a standard setback for zones which provide for townhouses. This setback is to address overlook and privacy concerns. It is appropriate for the concept given the inclusion of townhouse permissions in the request and also provides guidance to the low-rise apartments on the site.

The setback special provision setbacks are recommended as requested through the application.

4.4 Special Provisions for Height

With regards to height, Table 11 of the London Plan provides guidance for the heights applied through Zoning to lands within the Neighbourhoods Place Type. Table 11 would indicate that for the subject lands a minimum of 2-storeys is required and an upper maximum of 6-storeys would be permitted without amendment. Given the specific policy area which requires that the land be "zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the

upper-maximum and enables multiple housing forms,” additional special provisions are required to implement the policy.

The special provisions request that the permitted heights be:

- Within 55m of South Zone Boundary: 24.0m
- Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m
- Remaining Lands within the Zone: 12.0m

Or as shown visually.

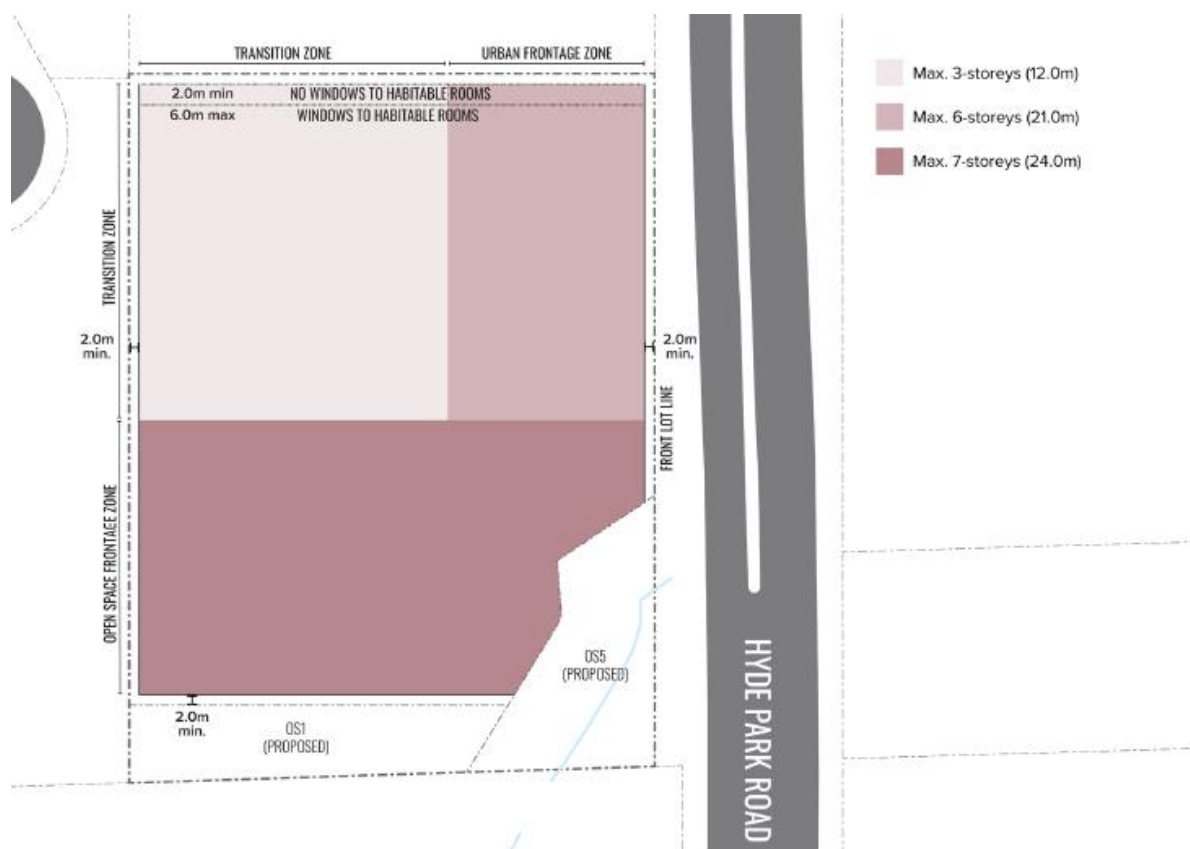


Figure 4 – Diagram of Height Regulations Proposed (July 2023)

This approach limits the location of the seven storey (24.0m) permissions to the southern half of the site. It clarifies that the 6-storey (21.0m) permissions are, within the northern half of the site, directed to the Hyde Park Road frontage in accordance with urban design goals. The approach also limits the height in the north west corner of the site, closest to existing low rise residential (12.0m) height. This comprehensive approach responds appropriately to the context and implements the policy framework in place.

4.5 Additional Special Provisions

There are two additional special provisions requested for a reduced parking standard and to address future subdivision of the lands.

As noted above, the development as directed by City purposes may be used for affordable housing. In recent affordable housing developments significantly reduced parking standards have been implemented (0.2 per apartment and lower) without incident. This allows the property to develop with increased amenity space should the programming require that. It is notable in this case that the site design can accommodate the required 0.5 parking per apartment and 1 parking per townhouse required by an unamended by-law and as such the request for a reduction does not indicate in this instance an attempt to over develop the site. The concept also demonstrates that should the southern building be developed at 1 parking space per unit, this can be accommodated through underground parking. As such, the reduced parking requirement request is not inappropriate.

The applicant has requested a final additional provision be added to avoid future planning applications in cases where the project is phased amongst different owners. The requested text would read:

Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone boundary even in the event of further subdivision of these lands.

This regulation has the effect of preventing minor variances and other applications under cases of split ownership. It does not otherwise directly alter the concept or provide future limitations on the development. As such, in the spirit of avoiding unnecessary over officiousness the regulation is appropriate.

Conclusion

The recommendation is for approval of the requested amendments to permit the development of medium-density development for the vacant lands on Hyde Park Road. The development responds to the context by directing the density away from existing low-rise residential while also providing additional open space lands through the design.

The applicant has requested an Official Plan Amendment for 7-storeys in the southern portion of the site. The applicant has requested the property is zoned R9 Residential R9 (R9-7()) with special provisions to facilitate development and Open Space (OS1 & OS5) to dedicate park space at a future date and protect the drainage feature. These amendments are recommended for approval.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit 157 residential units while protecting natural features and increasing the functionality of the adjacent park.

Prepared by: Leif Maitland,
Development Lead, Municipal Housing Development

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

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

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

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

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 1364-1408 Hyde Park Road

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 26, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

**AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a seven-storey apartment building on the subject lands.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1364-1408 Hyde Park Road in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for an apartment building seven-storeys in height as it is contextually appropriate.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

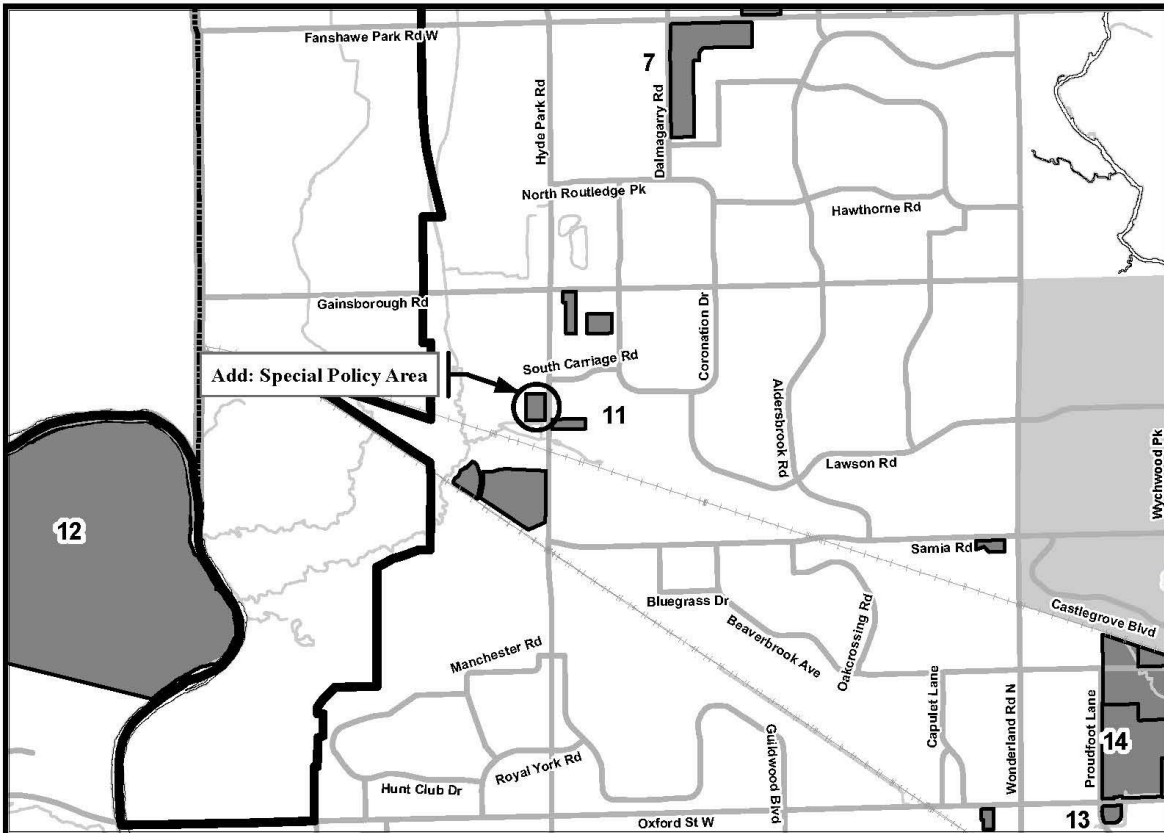
() 1364-1408 Hyde Park Road

For the lands in the Neighbourhoods Place Type located at 1364, 1376, 1390 & 1408 Hyde Park Road, apartment building(s) shall be permitted to extend to an upper maximum height of 7-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Any portion of a building permitted to increase to 7-storeys shall be located within 55 metres of the shared property line with the adjacent Park/SWM block to the south of the site, such that the enhanced height/massing is oriented in a manner that minimizes impacts on adjacent land uses and frames the adjacent public realm. In order to be eligible for the increased height, the lands shall be zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the upper-maximum and enables multiple housing forms.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1364-1408 Hyde Park Road in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”

AMENDMENT NO:

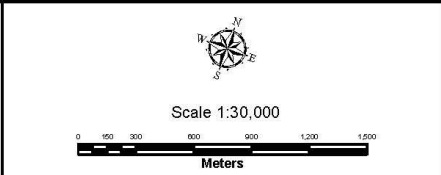


| LEGEND | BASE MAP FEATURES |
|--|-----------------------|
| Specific Policies | Streets (See Map 3) |
| Rapid Transit and Urban Corridor Specific-Segment Policies | Railways |
| Near Campus Neighbourhood | Urban Growth Boundary |
| Secondary Plans | Water Courses/Ponds |

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9635
PLANNER: LM
TECHNICIAN: JI
DATE: 8/14/2023

Document Path: \\c:\file1\giswork\Planning\Projects\p_officialplan\work\consolid00\amendments_LondonPlan\OZ-9635\Projects\AMENDMENT_Map7_SpecialPolicyAreas_b&w_8x11.mxd

Appendix B – 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 1364-
1408 Hyde Park Road

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1364-1408 Hyde Park Road as shown on the attached map **FROM** a Urban Reserve (UR3) Zone **TO** a Holding Special Provision Residential R9 (h-18*R9-7(_)) Zone and Open Space (OS1 and OS5) Zones.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 1364-1408 Hyde Park Road

a. Regulations

1. Additional permitted uses:
Cluster townhouses; cluster stacked townhouses;
2. Front yard setback:
2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
3. Interior Side yard setback:
North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms.

South: 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
4. Rear yard setback:
2.0m
5. Height:
Within 55m of South Zone Boundary: 24.0m

Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m

Remaining Lands within the Zone: 12.0m
6. Parking:
0.3 spaces per apartment unit

7. Additional Regulations:

Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands.

This Amendment shall come into effect 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.

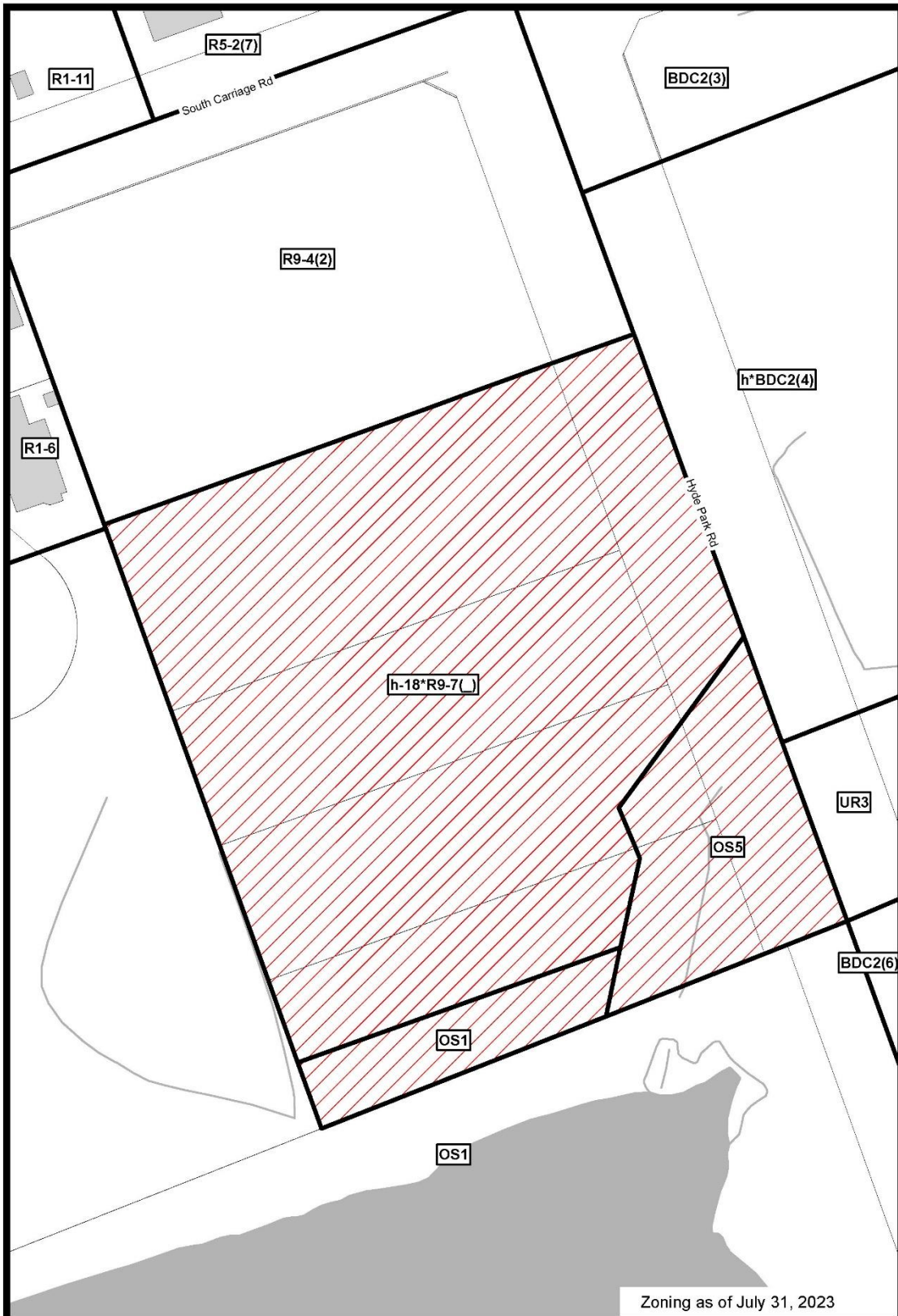
PASSED in Open Council on September 26, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.


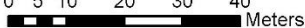

Josh Morgan
Mayor

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: OZ-9635 Planner: LM Date Prepared: 2023/8/14 Technician: JI By-Law No: Z.-1-</p> | <p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters </p> <p></p> |
|--|--|

Geodatabase

Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

| | |
|-----------------------------|----------------------|
| Current Land Use | Vacant (undeveloped) |
| Frontage | 134m |
| Depth | 102m |
| Area | 1.16 ha |
| Shape | Rectangular |
| Within Built Area Boundary | No |
| Within Primary Transit Area | No |

Surrounding Land Uses

| | |
|-------|--|
| North | Future four-storey apartment, currently vacant |
| East | Main Street Place Type, currently vacant |
| South | Stormwater management pond |
| West | Cantebury Park |

Proximity to Nearest Amenities

| | |
|----------------------------------|--|
| Major Intersection | Hyde Park Road and Gainsborough Road, 540m |
| Dedicated cycling infrastructure | Hyde Park Road, 0m |
| London Transit stop | 2405 Hyde Park Rd at South Carriage, 105m |
| Public open space | Cantebury Park, 0m |
| Commercial area/use | Hyde Park Commercial Corridor, across the road |
| Food store | Grocery Zone, 530m |
| Primary school | St. John C.E.S., 475m |
| Community/recreation amenity | Cantebury Park, 0m |

B. Planning Information and Request

Current Planning Information

| | |
|--------------------------|----------------|
| Current Place Type | Neighbourhoods |
| Current Special Policies | None |
| Current Zoning | UR3 |

Requested Designation and Zone

| | |
|----------------------------|-----------------------------------|
| Requested Place Type | Place Type, Street Classification |
| Requested Special Policies | Permission for 7-storeys |
| Requested Zoning | R9-7(), OS1 7 OS5 |

Requested Special Provisions

| Regulation (Zone) | Required | Proposed |
|----------------------------|----------------------------|---|
| Front yard setback | 2.0m | 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m) |
| Interior Side yard setback | North: 2.8m South: 3.0m | North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms. South: 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m) |

| Regulation (Zone) | Required | Proposed |
|-------------------------|--|--|
| Read yard setback | 2.0m | 2.0m |
| Height | Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m | Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m |
| Parking | | 0.3 spaces per apartment unit |
| Additional Regulations: | | Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands. |

C. Development Proposal Summary

Development Overview

It is important to note that the development concept provided is at this time not finalized given architecture has not yet been procured by the applicant.

The preliminary concept envisions two mid-rise apartment buildings on the site. Building "A" consists of 60 units and Building "B" consists of 80 units, totaling 140 apartment units. The concept plan also envisions the development of a block of 17, 2-storey townhouses on the northwest portion of the site, fronting onto the adjacent Canterbury Park. A total of 92 surface parking stalls will be provided (0.5 stalls per unit for apartments and 1 per unit for townhouses). Vehicular circulation is provided via a new access driveway from Hyde Park Road and the site design includes internal turnarounds, lay-bys and dedicated garbage/loading stalls. The concept also provides for parkland dedication along the south property line and naturalized buffers from the regulated watercourse.

Proposal Statistics

| | |
|--|---|
| Land use | Residential |
| Form | 2 apartment buildings and 3 blocks of townhouses |
| Height | 6 and 7 storey (21 and 24m) apartments 2 storey townhouses (12m) |
| Residential units | 157 |
| Density | 136 |
| Building coverage | 28.5% |
| Landscape open space | 44% |
| New use being added to the local community | No |

Mobility

| | |
|----------------|----------------------|
| Parking spaces | 132 (40 underground) |
|----------------|----------------------|

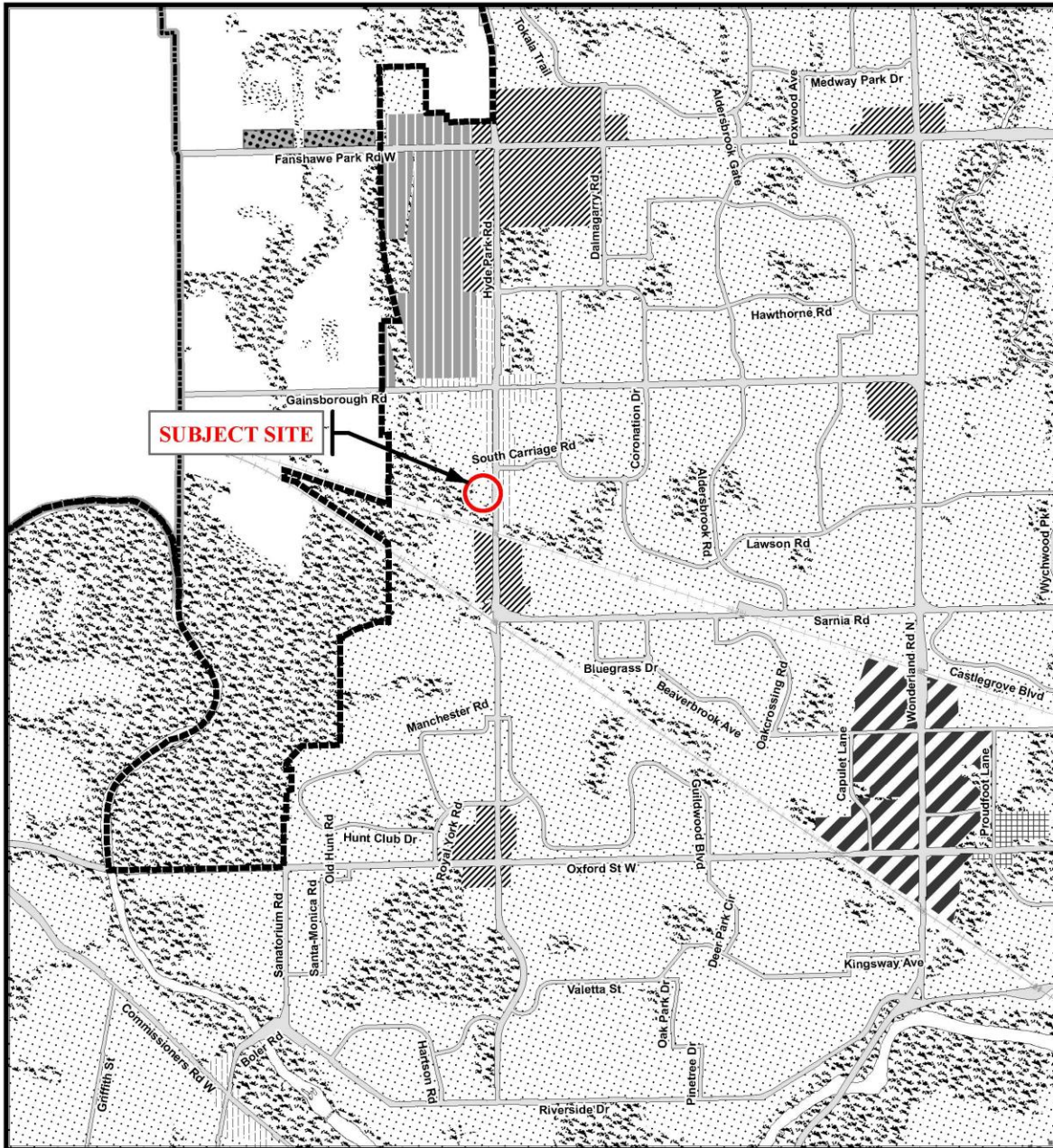
| | |
|---|---|
| Vehicle parking ratio | 0.84 Spaces per unit |
| Completes gaps in the public sidewalk | No |
| Connection from the site to a public sidewalk | Yes |
| Connection from the site to a multi-use path | Yes (details to be arranged with Parks) |

Environmental Impact

| | |
|---|-----|
| Tree removals | TBD |
| 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 | Yes |
| Existing structures repurposed or reused | NA |
| Green building features | TBD |



Figure 5 - Perspective View of the Concept from the North East



Legend

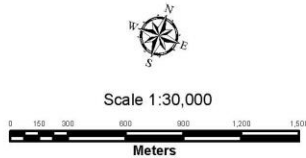
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

**CITY OF LONDON
Official Plan**

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning & Development



File Number: OZ-9635

Planner: LM

Technician: JI

Date: 2023/8/14

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxds\OZ-9636_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: UR3

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:

OZ-9635

LM

MAP PREPARED:

2023/8/14

Jl

1:1,500

0 5 10 20 30 40

Meters

Appendix D – Internal and Agency Comments

Heritage: The Stage 1-2 Archaeological Assessment for 1364 Hyde Park Road has been completed, however it has not yet been accepted by the Ministry of Citizenship and Multiculturalism. In order to clear the property of archaeological potential we'll require the Ministry's acceptance letter to confirm the assessment has met provincial standards.

Until the acceptance letter has been received I recommend that the h-18 holding provision be applied.

UTRCA: As indicated, the subject lands **are** regulated by the UTRCA due to a riverine flooding hazard associated with the Van Horik Drain. UTRCA staff has had previous discussions with the applicant to review requirements for development on these lands. Consistent with those discussions, the applicant has implemented a 15 metre setback from the on-site watercourse known as the Van Horik Drain. This 15m setback represents a generic flood hazard, from which an additional 15m regulation limit applies, as per the attached mapping.

The concept plan proposes to re-zone the 15m setback from the Van Horick Drain to Open Space (OS5), whereas the remainder of the lands will be zoned for development. The UTRCA has **no objections** to the proposed Zoning By-law Amendment.

Currently, the concept plan identifies the proposed 'Building B' to be abutting the proposed *Open Space OS5* zone line/15m setback from the Van Horik Drain. Please be advised that additional information may be requested during the site plan process to ensure any construction activities or short-term encroachment will not negatively impact the watercourse. Please refer to our comments provided on December 14, 2022, in relation to Site Plan Consultation (SPC22-204).

We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Urban Design: The proposed development is located within the Neighbourhoods Place Type along Hyde Park Road, a Civic Boulevard. The subject site abuts the Green Space Place Type to the south and west. Retain the underground parking facility in subsequent submissions of the proposed development.

The applicant attended the July 2023 Urban Design Peer Review Panel (UDPRP). The applicant is to forward the following information to the Planner and Urban Designer:

- Applicant response to the UDPRP memo.
- Updated drawings to reflect the revisions made to address UDPRP comments.

Items to be addressed at zoning:

- Urban Design recommends that the step-backs proposed above the 4th storey by the applicant be reflected in the site-specific zoning for the subject site.

Items to be addressed at site plan:

- Urban Design is supportive of the 2.0m wide pedestrian connection provide from Hyde Park Road to Canterbury Park.
- To enhance this pedestrian connection and view terminus, screen any parking visible from Hyde Park Road or Canterbury Park with enhanced all-season landscaping.
- Provide all-season planters and tree planting as part of the landscape plan. Provide pedestrian amenities such as street furniture along Hyde Park Road to promote accessibility, walkability, and wayfinding.

- Consider integrating the parking ramp entrance into the ground floor level of the proposed built form to provide additional communal amenity space for the anticipated number of residents. TLP, 275, 295
- Incorporate porch patios or courtyard spaces that spill out into the setback along Hyde Park Road and the active Green Space edges to further activate the space and provide additional amenity space for residents. TLP, 255.
- Provide direct walkway access from the main entrance and any ground floor units along the active edges to a public sidewalk or walkway.
- Use lockable (from the exterior and interior) swing doors for any private residential ground floor units facing the public street to encourage walkability, activate the streetscape, and provide direct access to the units from the sidewalk.
- Design the ground floor residential units to be raised slightly (maximum of 0.9m) to avoid headlight glare and provide privacy for any at grade residential units.
- For weather protection, provide awnings and canopies above the entrances.
- Ensure that the development is “future ready” (TLP, 729).
- Once parking requirements have been achieved, consider including charging stations for ebikes.
- Ensure that the screening for any mechanical equipment is clearly outlined in the elevations and cohesively integrated into the massing.

Engineering and Environmental Services: The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the application:

The following items are to be considered during a future development 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;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- Proposed access must meet minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes;
- As per Site Plan control by-law and City’s Access Management Guideline (AMG) minimum 6.7m width, and 6.0m curb radii is required.
- TIA has been approved by Transportation. The recommendations shall be implemented at the site plan stage:
 - Recommend that U-turns be prohibited at the south end of the median with the installation of a “No U-Turns” (RB-16) sign.

Water:

- Water is available to the subject site via the municipal 450mm watermain on Hyde Park Rd, this is a high-level water main.
- A water servicing brief will be required addressing domestic water demands, fire protection and water quality.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application

Wastewater:

- The municipal sanitary sewer available is the 450mm diameter sewer on Hyde Park Road, city drawing no. 26822 shows a 200mm diameter PDC stub to the

subject lands. The applicant's engineer is to provide the maximum intended population and peak flow from the proposed development.

- The subject lands were not included as part of the Hyde Park Sanitary area plan and design sheet for the fronting sewer and if approved, a note should be added to the block on the area plan to reflect the added population for future tracking purposes.

Stormwater:

Specific comments for this site:

- The site is an Area of UTRCA and therefore the Applicant is to engage as early as possible with UTRCA to confirm any requirements/approvals for this site.
- As per Drainage Area Plan 19211, the site at C=0.65 is tributary to the existing 1800 mm storm sewer on Hyde Park Road. 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.
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stanton Drain Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- 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.
- The proposed land use of a Multi-family residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
- 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.
- 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.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100-year event and safely convey the 250-year storm event.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Stanton Drain Subwatersheds:

- The subject lands are located in the Stanton Dain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stanton Drain

Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained, and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- 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.

Ministry of Transportation: MTO has no requirement for this application.

London Hydro: London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Site Plan:

- Consider the future ownership strategy of the parcel and whether the apartments and townhouses will continue to be held under one ownership or as separate properties/condos. The proposed provision to consider the zoning regulations across the entirety of the zone instead of property boundaries could mitigate future zoning issues if new property lines are created. However, it could create potential issues if there isn't a coordinated approach to development – we don't want to create a situation where the last phase to develop has to make up a significant percentage of landscaped open space or is left with a limited amount of density.
- A 3m landscaped island is required in the row of parking between spaces 7 and 22 (there are 16 uninterrupted spaces)
- Ensure the paratransit laybys are a minimum of 3.5m x 12.0m per the Site Plan Control By-law.
- A minimum 1.0m building setback should be provided from the proposed OS5 zone line to ensure construction activity and building footings do not encroach into the watercourse buffer.
- There is a black line around the parking area to the west of Building B – in this renders this appears to be fencing, but the site plan notes a ramp down. If underground parking is contemplated, please provide an underground parking plan and identify the extent of the foundation in hatched linework on the site plan.

Parks: Matters for OPA/ZBA

- None.

Matters for Site Plan

- The Parks Long Range Planning and Design section supports the proposed development, including the location and configuration of open space lands to provide an improved connection to City parkland west of the subject site. Dedication of the parkland will be finalized at Site Plan Approval.
- The City will require fencing as per SPO-4.8, or an approved alternative, abutting the open space lands.

Landscape: No comments

Appendix E – Public Engagement

Community Meeting Feedback

The consultant team hosted two Zoom webinars to provide a live forum to share information directly with community members and to facilitate a Q&A with the project team. These webinars were held on December 14, 2022 and on August 2, 2023.

Participants raised concerns about traffic safety and congestion. Specifically, it was identified that the right-in-right out entrance proposed on the site could cause traffic safety concerns at the intersection of Hyde Park and South Carriage due to anticipated U-turn movements. Additional concerns about increased parking on adjacent streets were also identified.

Participants also asked the project team questions regarding property management, tenant mix, anticipated rent prices and potential for use of the site as a community centre. Clarification regarding the height of the proposed townhouses was also requested.

Direct Responses Received

Hello,

I'm writing today concerning the proposed development of the Hyde Park and South Carriage Rd corner.

First, I'd like to state my disappointment for this not being public knowledge (no signs) advising people who live in this area of these proposed changes. This seems very sneaky and in no way transparent.

Did you not learn anything by the outcry of people who were against the building of the McDonalds across the street? Perhaps you did and that is why it is secret.

The homes in this area are well over a million dollars and you want to compliment the area by adding affordable housing?? What will this do to our property values??

Hyde Park is VERY busy as is. How are you planning on managing all the additional traffic? Additionally, what about the protected land with the wildlife? Although you're not building on this land, it WILL impact the animals. There is far too much building happening in this city.

I'm fully against this building and am very disappointed that this has not been made public. I feel terrible for those homes directly behind it. How tragic for them to have these beautiful home and properties to only be impeded on by this development.

Crime is way up in this neighborhood. Ppl are constantly having their cars and property damaged or broken in to. The same for businesses. What are your plans to address this? More ppl crammed into building will do nothing to help this or help the neighborhood. Many ppl are considering leaving.

Very disappointed in all who think this is ok.

Concerned Hyde park owner

Brandy Straub

August 11, 2023

Dear Leif and members of council.

I am a resident of the Canterbury Subdivision. I take pride in the ownership of my home. I've worked extremely hard to be able to afford a house in this subdivision as well as being able to afford the taxes levied for living here. I purchased this home knowing that I would be close to nature as well as knowing the park area was zoned as UR3 (agricultural, passive recreation and conservation).

I feel very disheartened with the city for not notifying the residents of the subdivision with the requested zoning change. I understand only residents within 120 m were to be notified and looking at the map that is not many residents since the vast perimeter of the property is vacant land. There is more notification sent to residents for storm water upgrades and illegal skaters on the pond. It is further disheartening when we are not told the intended use of the property only "affordable housing". I've seen first hand what happens in these locations where pride of ownership is not a priority of the occupants. I could name a few of the sites the city struggles to deal with but I don't feel that is appropriate as you are all aware. Having said that, this property is a lifetime investment and not being given the opportunity to speak out and protect this investment and only finding out because of a Facebook post is deplorable. I feel this was done in haste with the sole objection to slip this past residents during the busy summer months.

There are two property parcels to be developed and the numbers and buildings simply aren't sustainable.

I am further aware the schools in this area are over capacity, the land is currently a wet land that is essential for the environment to filter our ground water. I believe there are plenty of other locations to infill to allow the residents of Hyde Park the luxury of living by a green space as was the initial zoning purpose. If all the potential buildings are developed this will become a traffic nightmare and extremely unsafe not to mention too congested.

Regards,
Laurie Legg

August 11, 2023

Hello

My name is Nejla and I have lived in London all my life, I am also living in Hyde Park. My issues are of concern for this project because development can be good. However, I have noticed all newer builds lack proper parking. My building in Hyde Park is considered "new". We have no parking. They bribe tenants to give up parking. Based off the image this is going to cause more parking concerns. I notice big buildings with tiny units rising in this area and always far too close to main roads lacking privacy and proper transportation for bikes, buses and even emergency vehicles which diminish a potential need to expanding roads.

I also feel that we severely lack parks in this area. It is far apart and aside from a fake pond and some grass it doesn't cultivate a social environment. There are no seating areas like park benches or picnic tables. No parking so you can drive to a park and at least make the effort.

I grew up in pond mills. The vast difference between the areas is tremendous.

The ponds have docks to appreciate the waters. Here ponds are fenced with no reason but to collect mosquitos.

This would be better to remain a park as this is a terribly small space. I oppose these terrible buildings that don't provide familial spacing for people with kids. Lack of parking.

Not to mention the unaffordable price they will have. Even if it is a rental.

I oppose this proposal.

Nejla Skapur
August 11, 2023

Re: File OZ-9635

Proposal to change zoning 1364 – 1408 Hyde Park Rd

I will start out by saying that I am shocked that the city did not inform the taxpayers that live in the subdivision that this proposal most effects. We have previously been notified of other proposed changes for along Hyde Park Rd. It appears this zoning change is trying to be done quickly without ensuring the public is informed.

The current zoning is UR3 permitting agricultural, passive recreational uses and conservation uses.

The city is in need of more recreational spaces to keep up with demand in the ever-growing area of Hyde Park. Asking to re-zone an area where the park could be expanded to include an additional soccer field or baseball diamond, skate board area or splash pad, under the current zoning to put up high-density housing, does not make sense. If we are going to develop this land, we should use it for what it was initially intended for.

This area is already home to many animals, birds and beavers. Building on this land would disrupt the habitat of these species.

In addition, the Hyde Park community does not have many of the services required to add 280 households

- The schools in the area are already over capacity, and there are currently no plans for new schools
- There is limited public transportation in the area – you cannot get to many parts of London easily from Hyde Park. (ie to get to UWO, it takes 45 mint to 1 hour via bus)
- The current park which is sized for a 80-90 household sub-division therefore, it will need to be expanded if you plan to triple the households using the park.

Also, the traffic on Hyde Park is already very busy, trying to have another 280 households trying to turn into a driveway off Hyde Park would only add to the issues. And speaking of vehicles, the plan does not appear to have enough parking spaces for 280 of households. Due to the lack of public transportation, households will need a vehicle to live here.

London is building a rapid transit system, should council not be looking to build high density housing where the new households can take advantage of this great new transit system, vs adding high density housing in areas not services by rapid transit and therefore likely adding to the number of cars on the road.

I would urge my council representative to vote against the proposed zoning changes and encourage other council members to do so as well.

Yours truly,

David Killinger
August 11, 2023

Hi

I wanted to voice my concern over the density of this project on such a small parcel of land. I use the trail system behind and it is filled with animals and vegetation. I would hate for these areas to be ruined or over crowded for the natural habitat. Please concenter making this low density housing so as to not ruin the natural habitat.

Best regards

Jennifer Omstead
August 11, 2023

Hello

Please conserve this wetland as conservation space. Birds and insects as well as turtles and wildlife need to be protected as their numbers are drastically declining. This used to be part of a beautiful meadow where our family birdwatched.

Hyde park has changed so much. Please leave some natural habitat. Groomed parks do not support wildlife.

Bev Jay
August 11, 2023

I object to the proposed zoning changes to 1364-1408 Hyde Park Road for the following reasons:

- 1) The destruction of green space that houses deer, foxes, geese, turtles and supports the City of London Beaver Pilot project. When asked about the environmental and wildlife impact of the proposed changes, the City has responded that the application did not require an ecological assessment due to prior due diligence. The due diligence was not available to the public. Is this information available under the freedom of information legislation?
- 2) The proposed housing will force traffic into the South Carriage subdivision since there will be no ability for residents to turn left from Hyde Park Road into the proposed development. Automobiles will utilize South Carriage for parking beside the 'London Family' memorial as well as parking near the parkette to access the back of the proposed development. This already occurs in a limited way when there are soccer games in the park. There is no proposed neighbourhood calming measures nor are there any sidewalks for the increase in foot traffic on South Carriage. This will be a safety issue. This issue was not addressed in the traffic study.
- 3) There was no discussion relating to the impact on the flood plain given the disappearance of green space.
- 4) The proposed development on Hyde Park does not align with the senior government's strategy to boost housing density around major transportation hubs. Is the City receiving any provincial or federal funding for this development?

I would like the opportunity to speak to the City Committee and be made aware of decisions made by the City of London with respect to this development.

Regards,

Robert Wood
August 11, 2023

Good evening Leif,

I am reaching out to share my feedback on the multi-unit development for 1364-1408 Hyde Park Road. I use the multi-use path there almost daily while cycling, walking, or running, and am strongly opposed to this development.

First, this area is currently an amazing ecosystem, with storm ponds on the east and west sides of Hyde Park Road. Here lives a large population of beavers, which was a city-led project a few years ago. There are migratory waterfowl, great blue herons, dozens of bird species, turtles, rabbits, deer, and many other animals that make that field and ponds home.

Second, while I am very supportive of affordable housing, this small space is not the place for 2 highrises and townhouses. Traffic is already overwhelming in the area, these paths and their beauty are enjoyed by many Londoners, and we can't afford to lose a habitat like this in the Forest City. There have to be dozens of areas that could support such a development that are not currently natural habitats for so many species. This development is not in keeping with the area, since the large highrises are not directly on Hyde Park Road but set back on S. Carriage.

Lastly, I am also gravely concerned that these units will not contribute to an affordable housing pool in the city. The rent in the surrounding apartments and condos is astronomical. In planning such developments here or elsewhere, I'd like to know what the city will do to cap the rent and how rental applications will be processed, in order to make it reachable and a priority for those who deserve housing. We don't simply need more housing, we need housing that is geared to those who cannot afford \$1700+ rent a month.

I ask that you would please reconsider this planning application.

Sincerely,
Angela Beye

August 11, 2023

I'm writing to ask you to help stop the plan to build affordable housing in our high end neighbourhood. It's bad enough that all the plants and trees are being demolished to improve the water/reservoirs in our area they now want to take away more green space to build more housing at the edge of a park. I'm concerned about how this will impact the area and the park. We already have tents set up in the south end of the park by the railroad. I'm concerned with what will end up in our playground. I'd prefer to see the park improved to bring more appeal to the area. Hyde Park road is very busy and the traffic is loud and fast. We do not need more traffic or buildings going up in this area. We have 4 already planned with this affordable housing being 5 and possibly 6. When will it stop?

Why can't we have some green space? This is the forest city and we are stripping it of all the natural land and filling it with buildings and properties. Let's preserve this green space and make it more user friendly with paths and trees and park benches. I'd be happy to see a small wet pad put in. Stop the multiplication of buildings going up all around us.

This is not the place for affordable housing.

Tanya Zorzan
August 12, 2023

To whom it may concern,

I understand there was a time limit on responding to the new development proposed in Hyde park by the tracks.

I live in the area and only just heard of this. I use Canterbury park daily to walk my dog. I was both sad and upset to receive written notice about the storm sewer work knowing it would mess with the wildlife living there. When my kids were younger I volunteered with them to plant trees in the park with the local Scout troop. Reforest London was there last fall planting trees as well. All that work recently and in the past has been mostly bulldozed down. So sad really for a place that calls itself the forest city.

What it seems now is that the timing of the storm sewer upgrade was designed all along to accommodate the proposed housing development. There are drawings which suggests to me that the public consultation is merely a formality or better yet an afterthought to the process.

Public transportation in the area is inadequate with only 1 bus on Hyde park road to NE London or downtown. It is more than an hour bus ride to lhsc on commissioners. I know because I've taken the bus to work when I've had no vehicle. The food bank would be an all day trip. Plus even more people means traffic on Hyde park Rd will be even busier and noisier. We've already had one mass fatality in that area. Thus traffic control will need indepth consideration. I hope the planning committee will consider this.

I would also hope that the infrastructure needed for the development in terms of social services, grass cutting, snow removal, garbage etc is already determined to be adequate. Otherwise the area will become substandard to the look and feel of our community which has tried so hard to maintain its quality!

Barb Wilson
August 13, 2023

Hello Leif

Below is a list of reasons why I am objecting to an affordable housing project at 1364-1408 Hyde Park Road:

1. Services? The one and only bus route is every half an hour to downtown. Therefore a connecting bus will be needed to access any social services. Put the affordable housing project at Sherwood Forest Mall where the Community Resources centre, library, drug store, grocery store, Goodwill are all located.
2. Jobs? the bus only goes to the Real Canadian Superstore, Walmart and Masonville. Part-time, minimum wage jobs.
3. Schools? Sir Arthur Currie is full and closed to this neighbourhood. Children are bussed across the City to Knollwood Park Public school 45 minutes away. What's the plan for 200+ more school children?
4. Safety? Cars travel at 80 km/hr all day, everyday on Hyde Park Road. I can't imagine putting a high-rise full of children anywhere near Hyde Park Road.
6. Green space/park? Gone. The have-not neighbourhood will lose the one and only City perk we have - Cantebury park.

Green space - east of Hyde Park Road between Sarnia Road and Fanshawe Park Road, there are six ponds and three large parks. West of Hyde Park Road between Sarnia Road and Fanshawe there is ONE park and two ponds. And the City wants to pave this park over and build housing.

Maryanne Harkins
August 5, 2023

To whom It May Concern

This letter is to express my concern regarding the rezoning of the parcel of city owned land on Hyde Park Rd (1364-1408).

As per conversations with city officials, it was explained to me that this parcel of land is presently zoned light industrial/commercial and a rezoning would change it to residential.

I have lived in this area for 32 years and have seen it grow from a small rural hamlet to where it is today. Mr. Smolarek's comment that building the 60 unit 6 storey and 80 unit 7 storey apartment building with 17 townhouses also included in this area is in keeping with the neighbourhood. I would vehemently disagree.

The area has across the street from this proposed parcel of land has 3 high rises. One with privately owned condos and the other two with rental units. A third is presently under construction. The area around these high rises is surrounded by privately owned townhouses and privately owned homes. All of these are in an area/parcel of land that is much larger than what Mr. Smolarek and the City want to rezone.

The parcel of land on Hyde Park Rd., is not big enough to accommodate the proposed buildings. This area does not support such high density accommodations. My understanding is that some of the accommodations will be "affordable housing". My concern with the "affordable housing" is, who is going to make sure the conditions of these "affordable units" are maintained. We have all seen the ruin of the "affordable housing" complexes in London.

This neighborhood is now safe and family oriented. The park at South Carriage and Hyde Park Rd, where you want to back these residential units on to, is frequented daily by families and people out walking and carrying out different sporting activities. Let us keep our park area safe and clean.

I am not in favour of rezoning this parcel of land. I do not feel that such high density living in such a small area is beneficial to the neighbourhood. Mr. Smolarek and the City are not looking at the big picture.

Sincerely
Carla Martin
August 11, 2023

Aanii Leif Maitland & Councillor Rahman,

Chi miigwetch for your input on File OZ-9653 which is the proposed development at 1364-1408 Hyde Park Road.

Today, I am writing in support of the proposed amendment after reading of the plan in the London Free Press and having the opportunity to review the application on the City of London's website. Using municipal land for housing development, more specifically affordable housing is an excellent and much needed approach that would help London meet both provincial targets for housing as well as those within our municipal housing and homelessness strategy. The proposed site is ideal for the density proposed as it's a large lot, lies within a transit corridor and is close to various amenities such as grocery and department stores. I am grateful to see such a proposal as we are in desperate need of affordable housing in this city. I hope this proposal is just the first of many.

Please feel free to share this email as part of the public agenda as it pertains to the item.

Chi miigwetch,

Frances Elizabeth Moore

August 2, 2023

Dear Leif Maitland and Councillor Rahman,

Thank you for the request for input on File OZ-9653, the proposed development at 1364-1408 Hyde Park Road.

I'm writing in support of this proposed amendment after reading about the plan in the London Free Press and reviewing the application in the City's website. Using municipal land to spur housing development more generally, and affordable housing more specifically, is an excellent approach to both meet provincial targets for housing as well as our municipal housing and homelessness strategy. I am encouraged by the density proposed as we need intensification if we are going to meet our targets within the existing municipal boundaries. This site is ideal for this density as it is a large lot, is on a good transit corridor, and is close to commercial amenities such as groceries and department stores.

I am inspired by the City of London showing leadership in developing the housing we need and hope to see more of these proposals going forward.

This email may be shared in the public agenda on this item.

Tia Brown
August 1, 2023

Dear Leif Maitland and Councillor Rahman,

Thank you for the request for input on File OZ-9653, the proposed development at 1364-1408 Hyde Park Road.

I'm writing in support of this proposed amendment after reading about the plan in the London Free Press and reviewing the application in the City's website. Using municipal land to spur housing development more generally, and affordable housing more specifically, is an excellent approach to both meet provincial targets for housing as well as our municipal housing and homelessness strategy. I am encouraged by the density proposed as we need intensification if we are going to meet our targets within the existing municipal boundaries. This site is ideal for this density as it is a large lot, is on a good transit corridor, and is close to commercial amenities such as groceries and department stores.

I am inspired by the City of London showing leadership in developing the housing we need and hope to see more of these proposals going forward.

This email may be shared in the public agenda on this item.

Abe Oudshoorn, RN, PhD
July 31, 2023

Dear Leif,

I hope this email finds you well. I am a resident of the area and I am writing to provide my wholehearted support for the proposed planning application at 1364-1408 Hyde Park Road that includes the development of 140 apartment units and 17 townhouse units in our community. I believe this project aligns perfectly with the city's needs and values, and I would like to highlight several key aspects that make it an excellent addition to our neighborhood.

First and foremost, I commend the inclusion of apartment buildings alongside townhouses on the land. This mixed-use development allows for a diverse range of housing options, catering to various needs within our community. In particular, the emphasis on affordable housing in this project is of utmost importance, as it addresses a pressing demand within our city. Additionally, it fulfils London's plan to build up and out by increasing density within the municipal boundaries.

Furthermore, the incorporation of two open space zones, one along the existing park access and the other accommodating the stream feature, demonstrates a commendable commitment to preserving green space and maintaining the natural environment. Such open spaces not only promote a healthier lifestyle for residents but also contribute to the overall ecological balance of our city.

Another aspect that deserves praise is the focus on active transportation. As our community grows, it is vital to promote alternative and sustainable transportation options. By emphasizing active transportation in the planning of this development, you are fostering a sense of community, reducing traffic congestion, and creating a more livable and pedestrian-friendly neighborhood. I noted in the planning and design brief there was mention of including bicycle parking and I just wanted to emphasize that I hope both long-term, and short-term bicycle parking is included within that.

I believe this project holds significant potential to enhance the overall quality of life in our city. By providing a diverse range of housing options, preserving green spaces, and promoting active transportation, it embodies the principles we should embrace in sustainable urban planning.

I urge you to consider my feedback and lend your support to this project. I genuinely believe it will make a positive and lasting impact on our community and aligns perfectly with the values we cherish.

Thank you for your time and consideration.

Kind regards,

- Justin H. Mulder
July 31, 2023

Hello Councillor Rahman,

I own a house in your ward right near where this development is planned (on Coronation Dr), we actually spoke while you were campaigning.

I'm sure there are a lot of people that are going to complain about this project, but please be in favour of it. Our city needs more affordable housing anywhere we can get it and this seems like a great option for it.

Thanks,

Alex Jones-Chick

July 31, 2023

Hello,

I am sure you are receiving plenty of opposition to this (and every other rezoning application) so I would like to express my support for the requested zoning and official plan amendments. As a renter I would be happy to see a greater supply of housing. The scale appears to be appropriate given its location along an arterial road that is close to stores and schools.

Anthony Liu

July 31, 2023

Hello,

I was unsure where or who to send my feedback to, so if this is the wrong place I would ask that you forward it to the appropriate individuals.

I'm writing concerning the proposal to rezone the area of 1364-1408 Hyde Park Road. This area is currently open space in a part of the city that has been largely built up in the last several years.

i would be lying if I said I didn't have some bias towards this part of my neighborhood. Like I said, it's one of the last untouched areas in the Hyde Park area, and Canterbury Park, which is a part of the land that is proposed for development, is one of the only spaces where you can go and feel like you aren't in the city anymore. there is nature that surrounds that area, and it's calm and peaceful, and beautiful, and my it makes my blood boil to think that you all [the City, developers and whoever else] are willing to take away that beauty in the name of more buildings.

Now with that out of the way, the plan itself I take issue with. The current proposal is for a six-story apartment building, a seven-story apartment building, and townhomes. I think the main question here is why in the world would you let someone build apartment buildings that are that tall on that land. Seven stories? Do you not realize that the neighborhood that borders that land is residential? Seven stories would mean that people would lose all privacy. Also, that many units mean more people, which that area CAN NOT handle!

In the Free Press article that I read tonight, you all are quoted as saying that this parcel of land is a good place for affordable housing because of its proximity to transit and shopping. My question is are ya sure? There is one bus that operates on Hyde Park - the 31, it goes up to Walmart and down to the superstore, and there is a peavy mart across the street from the parcel of land. Don't you think that low-income individuals should be offered housing in areas that has better transit services and more variety for their basic needs? I most certainly would, which is why this land should be left untouched and this proposal put somewhere else, in a more high-density area with established transportation and services. Don't you all want to build up Masonville? Or what about the already-established areas out in Fox Field? To me it would make more sense to do seven-story apartment buildings there =, then it would to do it here.

Also, let's chat about the environmental impact that a project like this would have. This parcel of land, the park itself, and the trail, which I affectionately refer to as the Hyde Park Trail, are home to different species of wildlife and plants that call this area home. With the city being all concerned about climate change I'm surprised that you all would be so willing to encroach, and in some cases, destroy natural ecosystems just so you can have some affordable housing.

Lastly, one of the things that I find most troubling about this proposal is the plain and simple fact that you all are so willing to put high-density housing in an area that should be left untouched in remembrance of the Afzal family. That family was killed right down the road from the proposed site. There is a memorial on the corner of that street now. In my opinion, that entire parcel of land from the corner of Hyde Park and South Carriage all the way up to the pond should be left untouched in honor of them. Last year people fought a Mc Donalds that was supposed to go in across the street from the memorial because of the threat of vehicle traffic, so why in the world would you allow high-density housing, with all of the people and vehicle traffic that it brings, in an area that should be left at peace?

In closing, it's no secret I'm against this development. I think I've made my views pretty clear, but I have one thing left to say. You all seem to think that this mass development plan is the greatest thing since sliced bread, but it's not. You're building up parts of this city that aren't set for the type of growth that we're seeing. Roads, water, sewers and the rest can't handle all of the development that is going on. Have you tried to get around this city lately? It's horrible. So I would urge you to tap the breaks on all of your development plans, including this one and seriously look at if certain areas can handle heavy development. I can tell you most certainly that this proposal is highly unwanted in this area, and this type of affordable housing would be better suited to an area around Masonville or up around the existing apartment buildings at Hyde Park and Fanshawe.

Regan Alward

July 30, 2023

Dear Leif Maitland and Corrine Rahman

We have lived at 93 South Carriage Road for 22 years. The community surrounding this area has changed dramatically during this time, especially over the past 10 years. Hyde Park Road is a very busy road especially in the morning and from 3:30 to 6:30 pm. We have witnessed lots of residential building of all kinds, single homes, townhomes and now apartment buildings. It seems any empty lot could be available for development! We had heard about an apartment building right at the corner, behind the 'Our London Family' memorial, at South Carriage Road and Hyde Park Road, but we were quite surprised to find out about further proposals for buildings at 1364, 1376, 1390 and 1408 Hyde Park Road. Our concern is not for these further buildings but we have a huge concern for the **single entrance and exit** off of Hyde Park Road! This is only a right handed exit and entrance, if someone is traveling north on Hyde Park Road, how are they to have vehicle access to this parking lot? Is a left turn at South Carriage, then a turn around on South Carriage, to go south on Hyde Park Road, is this what everyone will need to do to have access?? This will be very cumbersome and awkward especially during peak travel times when it is busy. There is a median at the light at South Carriage and Hyde Park on Hyde Park Road, so you can only turn right into this single access road at these addresses! Traffic congestion will be a huge problem especially with the addition of 180 new units.

We would like to know how the city plans to address this issue.

Sincerely yours,

Janice and Bill Thompson

July 26, 2023

Via phone:

Upgrade to the Canterbury Park are needed

Transportation improvement at South Carriage are needed to accommodate for traffic.

Brett Hill

August 3, 2023

Appendix E – Urban Design Peer Review Panel

Address of Development Site: 1364, 1376, 1390, and 1408 Hyde Park Road

Date of Panel Meeting: 07-19-2023

| |
|--|
| Comment: |
| The panel commends the proponent for provision of a clearly illustrated design package. The development and built form design strategy are very clearly explained. |
| Applicant Response: |
| Acknowledged, thank you. |

| |
|---|
| Comment: |
| It is understood that the site plan and associated building design materials are conceptual. Provided the specific character of the development is to be determined, the panel recommends the proposed development be reviewed again at the Site Plan Approval stage and the submission include detailed building plans, elevations, and landscape plans. |
| Applicant Response: |
| Noted. Once detailed building plans, elevations, and landscape plans have been prepared for the site plan process, they will be circulated to the Panel for further review and comment. |

| |
|---|
| Comment: |
| The urban design analysis presented is thorough. The intended edge conditions illustrated in the package should be adhered to and be articulated in the OPA and/or ZBA. If possible, the zoning by-law should establish clear targets to reflect the desirable edge conditions. For example, minimum rate (percentage) for active built frontage. |
| Applicant Response: |
| We will work with City staff to explore this further. While we agree that the concept for the site should maximize the amount of built and active frontage along the public-facing edges. There needs to be a balanced approach as this is not an urban context and 3 of the 4 edges are public facing. At this time, given that the proposed building forms are conceptual, we are cautious in establishing an aggressive minimum percentage for built and active frontage, as the built forms and parking orientation could change pending a more detailed design of the buildings. |
| Comment: |
| The built form transition strategy is very sensitive. If required, the panel suggest that additional height on Building B could be contemplated. |
| Applicant Response: |
| The current concept plan strives to ensure that the existing minimum parking requirements (0.5 per unit) for the development are accommodated as surface parking. Recognizing the costs involved with building underground parking, the concept proposes that any subsurface parking be contained within the footprint of Building 'B'. The development proposal cannot accommodate any additional units in |

Building 'B' with the current parking configuration.

Comment:

The panel agrees with the location of the proposed driveway and the intention to have one driveway from Hyde Park Road shared by up to three individual developments. We suggest that the driveway and its access point should be established and included in the zoning map. This will help to indicate that the phased development will use this shared access rather than allowing for separate developments to each have individual driveway access.

Applicant Response:

We agree with the comments provided by the panel regarding a singular access point to the site. However, given that the proposed building forms are conceptual, we do not wish to establish an exact location for the access point at this time, as the access point could change pending a more detailed design of the buildings. Further discussions with Municipal Housing Development staff will occur to establish if this is something that could work for the future plans of the site.

Comment:

The panel recommends that all proposed buildings should be set back minimum 5m from the existing and future park sides. The 5m space can accommodate a walkway and approximately 3m of landscape space to ensure an active frontage and generous landscape buffer facing the public park.

Applicant Response:

Through detailed design, we will explore opportunities for additional building setback to allow for landscape space along the park edge. There is flexibility to shift Building 'B' further north to allow for an increased setback from the southern lot line. Due to the limitations caused by the surface parking for Building "A" however, there is little flexibility for additional setback from the west property line for the proposed townhouse blocks.

Comment:

The panel notes that the proposed 6 storey building (Building A) appears to be too close to Hyde Park Road. A minimum 3m setback is recommended to allow for adequate landscape buffer and privacy for building residents.

Applicant Response:

The front yard setback of the proposed 6-storey building has been designed to align with the future streetwall created from the approved development proposal to the north (1420 Hyde Park Road). The regulations for the proposal at 1420 Hyde Park Road have a minimum front yard depth of 1.5m and a maximum front yard depth of 3.0m. The current development concept for the project site has a 2.0m front yard depth.

Comment:

The panel notes that there appears to be a lot of surface asphalt that is spread out on the site. Consider the following strategies for reducing the amount of asphalt paving:

- a. Consolidate the garbage pick-up areas to allow for only one required garbage truck path of travel to be provided.
- b. Remove the driveway and garbage pick-up along the west edge of the site. We suggest that parking and service areas facing the park should be avoided. Reduce parking to allow this, if possible. If not, we suggest reconfiguring building footprints and parking, or providing underground parking to allow for a better edge condition along Canterbury Park. Reconfiguring townhouse developments to allow for more townhouse frontage along the west edge of the site could also be considered.
- c. At a minimum, the setback for parking along the west edge of the site should be increased to 3m minimum to allow for adequate landscape buffer.

Applicant Response:

Through detailed design, we will explore opportunities to potentially relocate the garbage pick-up areas, reduce parking and service areas facing the park and increase the setbacks for parking to allow for an increased landscaping strip. To create an efficient and functional layout of the underground parking structure, there may be limited opportunity to move the ramp and parking areas along the park frontage.

Comment:

Consider relocating the amenity space for Building A to the south side (and sunny) side of the building, to be co-located with the triangular green space at the entrance of the site.

Applicant Response:

The current location of the amenity area for Building 'A' provides for an increased setback from the proposed building to the north. The proposed Zoning By-law regulations for the project site does however allow for Building 'B' to be moved closer to the north property line. We will continue to look at opportunities to relocate the amenity space to the southern area of Building 'A' as we get into the detailed design through the Site Plan process.

Comment:

The panel suggest that there are great opportunities to introduce grade-related units along the park edges. Details could be considered for inclusion at the Site Plan Approval stage.

Applicant Response:

We will explore opportunities to introduce grade-related units along the park edges through detailed design as we progress to the Site Plan process.

Form Completed By: Jerzy Smolarek, Urban Design, Siv-ik Planning and Design



London
CANADA

1364-1408 Hyde Park Road



OZ-9635

PEC – September 18, 2023

217

- Fronts on Hyde Park between Sarnia and Gainsborough
- Abuts Canterbury Park
- 1.35ha
- 133m of frontage



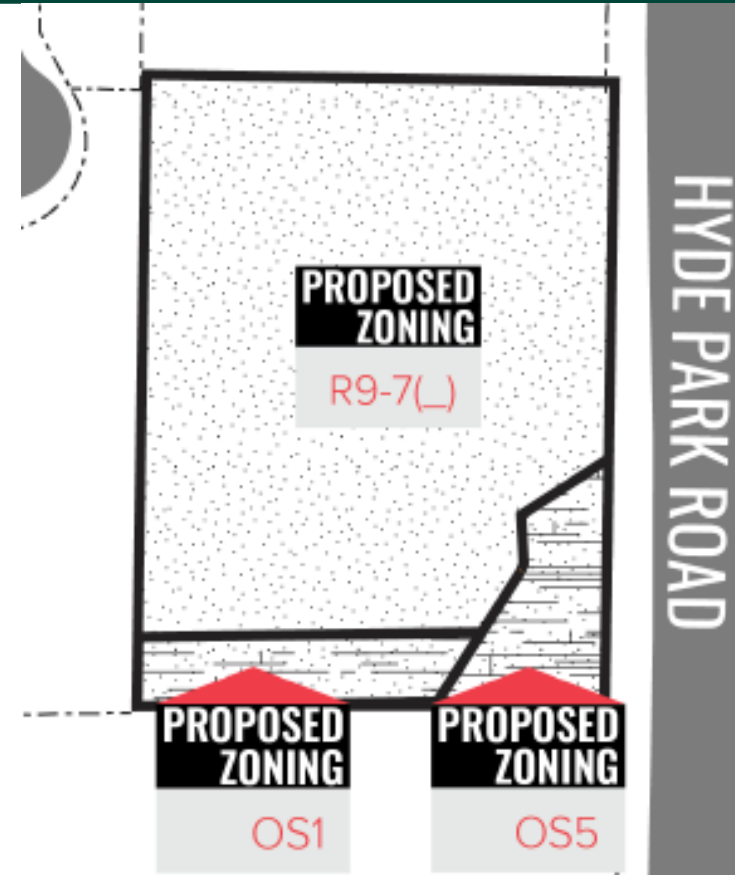


OPA - Requested

- Requested Specific Policy to Apply to the Lands
 - *A maximum height of 7-storeys for the portion of the lands within 55 metres of the shared property line with the adjacent Park/SWM block to the south of the site*
- Recommendation: Approval

ZBA request

- **FROM** Urban Reserve UR3 Zone
- **TO** Residential R9 Special Provision (R9-7(_)) Zone and two Open Space (OS1 and OS5) Zones.
- Recommendation - Approval





Requested Special Provisions

- Additional Uses – Cluster Townhouses and Cluster Stacked Townhouses
- Setbacks – 2.0m for all yard (exception 6.0m where habitable rooms abut residential, 0.0 abutting the OS5 (drainage feature))
- Parking – 0.3 space per apartment unit

Requested Special Provisions

- Height:
 - Within 55m of South Zone Boundary: 24.0m
 - Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m
 - Remaining Lands within the Zone: 12.0m
- One additional special provision drafted to remove the requirements for minor variance in instances where the lands are severed in future.
- Recommendation for all special provisions: Approval



PROJECT BRIEF

1364, 1376, 1390 & 1408 HYDE PARK ROAD

LONDON / ON

[siv-ik] PLANNING
DESIGN

Client

City of London
(Municipal Housing Development)

Contact

Jerzy Smolarek, BAA, MAUD
jsmolarek@siv-ik.ca | 519.694.6924 | siv-ik.ca

About The Project

The City of London's Housing Stability Action Plan 2019-2024 (HSAP) identifies the "Creation of More Housing Stock" as one of four Strategic Areas of Focus to respond to London's housing crisis. An action item therein is the development of publicly owned and available lands for affordable housing.

The HSAP outlines a need for a minimum of 3,000 new affordable housing units to be developed in the city over the next ten years to meet current and future needs. In late 2021, Municipal Council directed that the City prioritize the development of these 3,000 affordable housing units in the next five years. A report to the Community and Protective Services Committee dated November 23, 2021 outlines the City's Proposed Implementation of the "Roadmap to 3,000 Affordable Units" (Roadmap) Action Plan to achieve this target by 2026.

The City of London is the registered owner of a contiguous block of four properties known as 1364, 1374, 1390 and 1408 Hyde Park Road in London, ON. With the support of Siv-ik Planning & Design Inc., the City's Civic Administration (Municipal Housing Development Division) has undertaken a site-specific planning exercise to position these lands in a manner that adds them to the pipeline of shovel-ready sites available for the development of affordable housing.

Through this exercise, the project team has undertaken a robust, multi-phased, community engagement program. This brief provides a snapshot of the Official Plan, Zoning By-law Amendment and Concept Plan being brought forward for 1364, 1374, 1390 and 1408 Hyde Park Road. The brief also provides an overview of the team's unique approach to navigating this project from concept to reality and the conversations that occurred with residents and community stakeholders.

The City of London's Civic Administration, in accordance with the HSAP and Council's Strategic Priorities are taking an active role in the development of affordable housing and delivering on the City's Roadmap to 3,000 Affordable Units Action Plan. A major component of the strategy is to unlock the capacity of surplus municipal land to accommodate affordable housing development. **This unique plan will position this block of surplus land at 1364-1408 Hyde Park Road as part of the City's pipeline of shovel-ready projects, thereby expanding local capacity to address the delivery of affordable housing in London.**

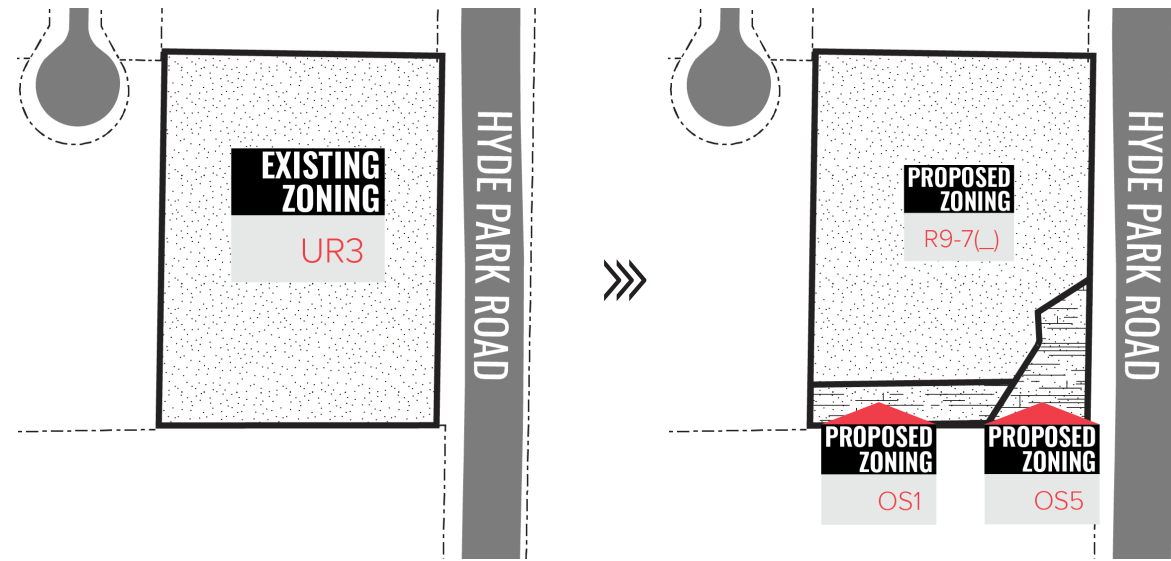


Concept & Zoning At-A-Glance

Zoning Approach

The proposed Zoning By-law Amendment will provide a framework for higher-density mixed housing development in various forms including cluster townhouses, cluster stacked townhouses and mid-rise apartment buildings up to a maximum of **24 metres in height (i.e. 7-storeys)** and a density of **150 units per hectare**.

The proposed zone and special regulations are structured to facilitate a limited range of desirable design outcomes including the concept plan shown in this brief. The zone is not tied to a specific development design, but will “lock-in” the key development and built form standards to guide the future detailed design process and Site Plan Control application.



Urban Towns

| | |
|------------------------------|---------------------------|
| Units | 17 |
| Building Heights | 2-Storeys |
| Floor Area (per unit) | est. 1,900sf |
| Bdrms | 3-4 Per Unit |
| Parking | 1 Per Unit |
| Amenity Space | 24m ² Per Unit |

Bldg 'A'

| | |
|-------------------------|-----------------------------|
| Units | Est. 60 |
| Building Heights | 6-Storeys |
| Gross Floor Area | 53,200sf |
| Bdrms | 0-3 Per Unit |
| Parking | 0.5 Per Unit |
| Amenity Space | 8.75m ² Per Unit |

Bldg 'B'

| | |
|-------------------------|---------------------------|
| Units | Est. 80 |
| Building Heights | 7-Storeys |
| Gross Floor Area | 102,300sf |
| Bdrms | 0-3 Per Unit |
| Parking | 0.5 Per Unit |
| Amenity Space | 71m ² Per Unit |

Note: The statistics above provide a breakdown of the building forms and projected densities shown in the conceptual development plan. The development concept is representative of the future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment. A dimensioned conceptual site plan has been prepared and is available for public download at www.siv-ik.ca/1364hp. The massing diagrams presented are not to be construed as architectural plans but rather an artist's interpretation of typical elements found in buildings of a similar scale as what is contemplated through the proposed Zoning By-law Amendment.



Note: Artist's Rendering of Conceptual Built Form.

Note: Artist's Rendering of Conceptual Built Form.

NW PERSPECTIVE



Note: Artist's Rendering of Conceptual Built Form.

SE PERSPECTIVE



1 In coordination with the City of London Parks Planning & Design division, a 15 metre wide block along the southern boundary of the site will be dedicated and available to enhance the existing pathway connection north of the SWM block.

2 The banks of an intermittent stream located on the southeast portion of the site will be re-naturalized.

3 A green forecourt has been established in front of Building 'B' which will serve as on-site amenity space for residents and help to animate the adjacent public realm and main driveway entrance.

4 The proposed apartment buildings are envisioned with principal entrances facing directly to Hyde Park Road with direct pedestrian connections, strengthening ties to the pedestrian network and providing animation along the streetscape.

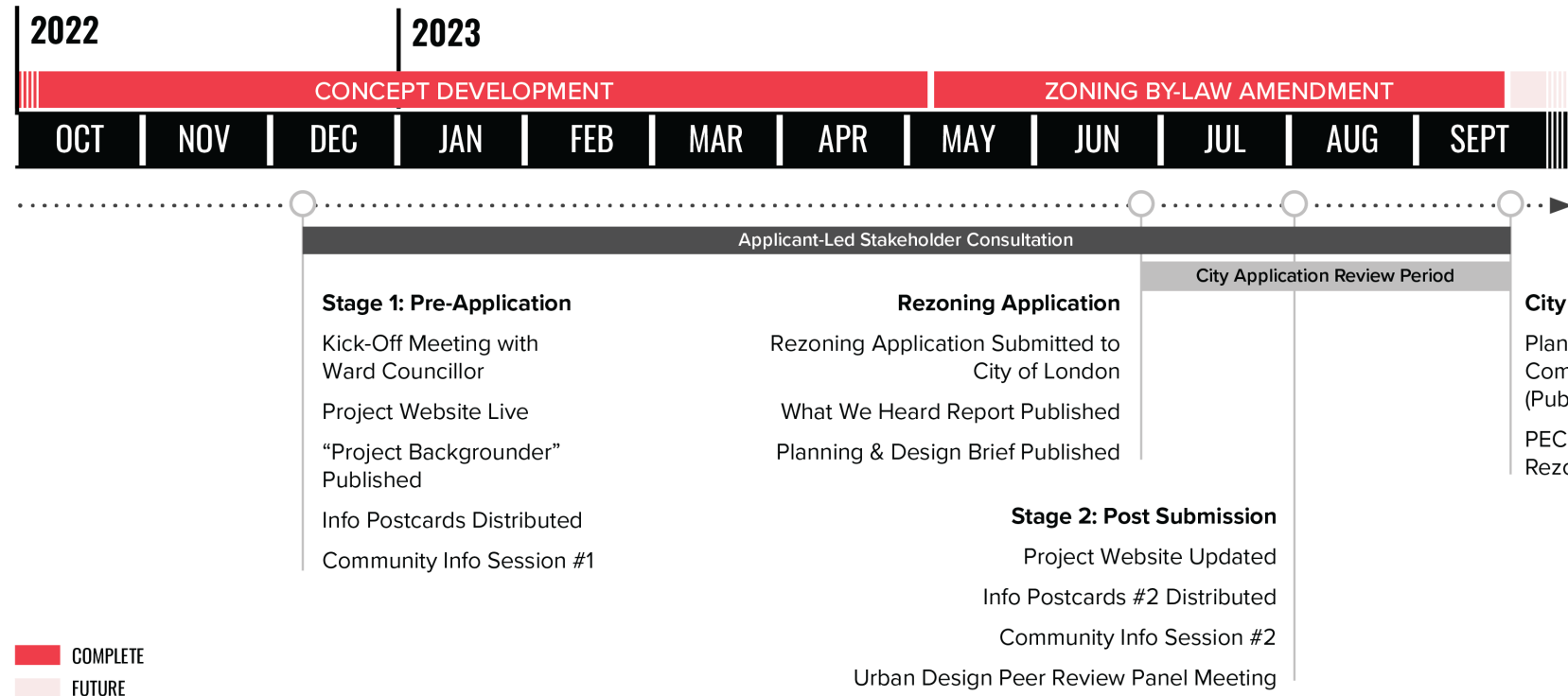
5 The new site access/main entrance has been envisioned as a complete linkage/ pedestrian through-way, enabling a single coordinated access for vehicle circulation across blocks and also providing community connectivity linking pedestrians to Canterbury Park.

6 The landing and terminus of the pedestrian through-way terminates at the eastern edge of Canterbury Park.

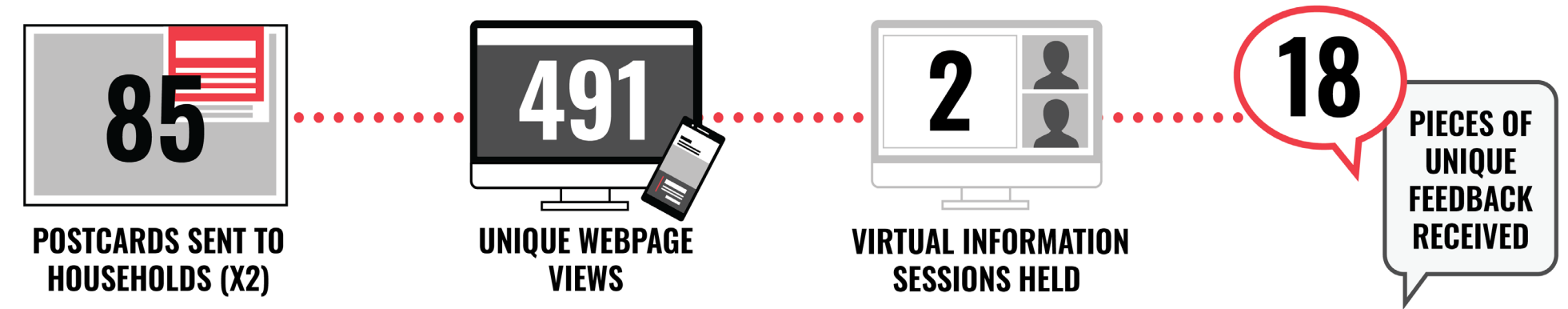
7 The orientation, placement and massing of the proposed built form has been structured in a manner that transitions across the site, with the lowest heights near the park entrance at Prince of Wales Gate and the highest heights towards the SWM block and Hyde Park Road.

8 Park-facing townhouse block with pedestrian walk and principal entrances that provide passive surveillance and eyes on the park while also providing an interesting and animated urban edge to the space.

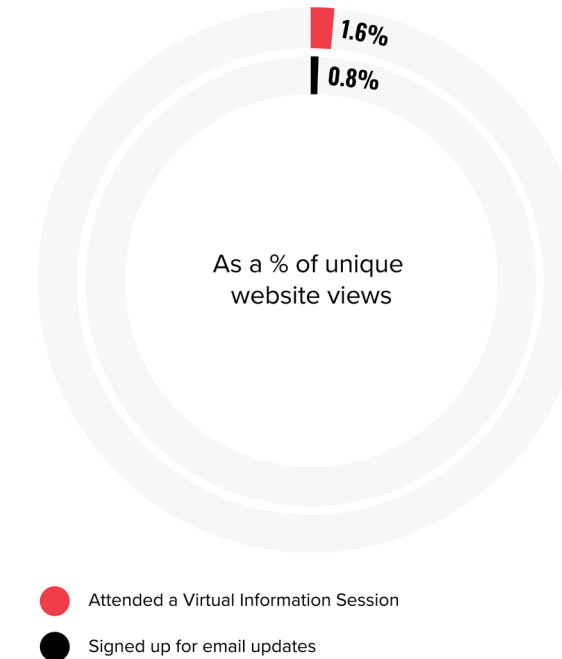
Project Timeline & Community Engagement



BY THE NUMBERS

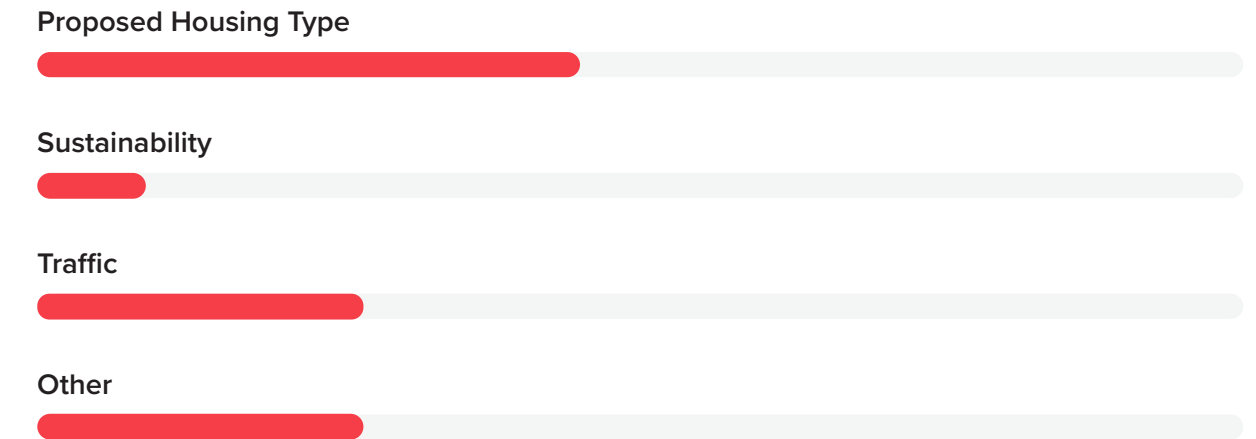


ENGAGEMENT



TOPICS OF INTEREST

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



NOTE: The graphics and text above represent highlights of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2023-06-30 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/1364hp.

Community Advisory Committee on Planning Report

10th Meeting of the Community Advisory Committee on Planning
September 13, 2023

Attendance PRESENT: S. Jory (Acting Chair), M. Ambrogio, M. Bloxam, J. Dent, J. Gard, J.M. Metrailler, M. Rice, S. Singh Dohil, M. Wallace, K. Waud, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ALSO PRESENT: S. Corman, L. Dent, K. Edwards, M. Greguol and K. Mitchener

The meeting was called to order at 5:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

M. Wallace discloses a pecuniary interest in clauses 3.5 and 5.1 of the 10th Report of the Community Advisory Committee on Planning, having to do with a Notice of Planning Application - Revisions to Application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments - 2331 Kilally Road and 1588 Clarke Road and a Demolition Request for the Heritage Listed Property Located at 1588 Clarke Road, by indicating that the applicants are members of the association that employs him.

2. Scheduled Items

None.

3. Consent

3.1 9th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 9th Report of the Community Advisory Committee on Planning, from the meeting held on August 9, 2023, was received.

3.2 Municipal Council Resolution - 9th Report of the Community Advisory Committee on Planning

That it BE NOTED that the Municipal Council resolution, from the meeting held on August 29, 2023, with respect to the 9th Report of the Community Advisory Committee on Planning, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 1208 Fanshawe Park Road East

That it BE NOTED that the Public Meeting Notice, dated August 30, 2023, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 1208 Fanshawe Park Road East, and the Heritage Impact Assessment, dated February 2022, from AECOM Canada Ltd., were received.

3.4 Notice of Planning Application and Public Meeting - Official Plan and Zoning By-law Amendments - City-Wide - Increasing the Number of Additional Residential Units to Permit Four Units as-of-right

That the following actions be taken with respect to the Notice of Planning Application and Public Meeting, dated September 5, 2023, from B. Coveney, Planner, with respect to Official Plan and Zoning By-law Amendments related to Increasing the Number of Additional Residential Units to Permit Four Units as-of-right, City-Wide:

- a) the Planner BE ADVISED that that the Community Advisory Committee on Planning (CACP) is supportive of the Official Plan and Zoning By-law Amendments, recognizing that Accessory Dwelling Units (ADUs) are a form of gentle density that help improve housing supply while maintaining the character of heritage neighbourhoods;
- b) the Planner BE ADVISED that the CACP recommends that definition of height in the Zoning By-Law for accessory buildings serving as ADUs be made more flexible as to not disincentivize any particular architectural roof styles (especially gable and hip roofs) versus flat roofs; and,
- c) the comments of the CACP, herein, BE FORWARDED to the Planner on the ADU file and to the Planning and Environment Committee in advance of their scheduled public participation meeting and to the appropriate Planner for ReThink Zoning;

it being noted that the above-noted Notice of Planning Application and Public Meeting was received.

3.5 Notice of Planning Application - Revisions to Application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments - 2331 Kilally Road and 1588 Clarke Road

That it BE NOTED that the Notice of Planning Application, dated September 6, 2023, from L. Mottram, Senior Planner, with respect to a Notice of Planning Application related to Revisions to the Application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments related to the properties located at 2331 Kilally Road and 1588 Clarke Road, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on August 30, 2023, was received.

5. Items for Discussion

5.1 Demolition Request for the Heritage Listed Property Located at 1588 Clarke Road

That the following actions be taken with respect to the staff report, dated September 13, 2023, related to a Demolition Request for the Heritage Listed Property located at 1588 Clarke Road:

- a) it BE NOTED that the Community Advisory Committee on Planning (CACP) received the above-noted report and the CACP supports the staff recommendation; and,
- b) the above-noted staff report BE REFERRED to the Education Sub-Committee to consider options for a commemoration in the future development of the property.

5.2 Request to Remove the Property Located at 176 Piccadilly Street from the Register of Cultural Heritage Resources

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated September 13, 2023, with respect to a Request to Remove the Property located at 176 Piccadilly Street from the Register of Cultural Heritage Resources, and the CACP supports the staff recommendation.

5.3 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated September 13, 2023, was received.

6. Confidential

That the Community Advisory Committee on Planning convene In Closed Session for the purpose of considering the following:

6.1 Personal Matter/Identifiable Individual

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2024 Mayor's New Year's Honour List.

The Community Advisory Committee on Planning convened In Closed Session from 6:46 PM to 6:54 PM.

7. Adjournment

The meeting adjourned at 6:54 PM.