

Agenda Including Addeds

Planning and Environment Committee

5th Meeting of the Planning and Environment Committee

March 19, 2024

1:00 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, C.Rahman, S. Franke, S. Hillier

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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Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Heritage Designation of the Property at 244 Base Line Road
East, Ward 11
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the request for designation of the property at 244 Base Line Road East, the following actions **BE TAKEN**:

- a) Notice **BE GIVEN** under the provisions of Section 29(3) of the *Ontario Heritage Act*, R.S.O. 1990, c. O. 18, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report; and,
- b) Should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 244 Base Line Road East to be of cultural heritage value or interest for the reasons outlined in Appendix D of this report **BE INTRODUCED** at a future meeting of Municipal Council within 90 days of the end of the objection period.

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

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

Executive Summary

At the request of the property owners, an evaluation of the property at 244 Base Line Road East was undertaken using the criteria of O. Reg. 9/06. The property at 244 Base Line Road East meets two of the nine criteria for determining cultural heritage value or interest and merits designation pursuant to Part IV of the *Ontario Heritage Act*.

The house on the property at 244 Base Line Road East was built in 1929 for George and Phyllis Arthur. It is a representative example of the Tudor Revival architectural style. The property is important in defining the character of Old South. The property has been evaluated and has met the criteria for designation per O. Reg. 9/06. The property at 244 Base Line Road East should be designated under Part IV of the *Ontario Heritage Act*.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2023-2027 Strategic Plan area 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 Property Location

The property at 244 Base Line Road East is located on the northwest corner of Base Line Road East and Wortley Road (Appendix A). The property is located in the Old South neighbourhood of London.

1.2 Cultural Heritage Status

The property at 244 Base Line Road East is listed as a non-designated property on the *Register of Cultural Heritage Resources*. The property has been included on the *Register* (and its predecessor, the Inventory of Heritage Resources) since 1998.

1.3 Description

The house at 244 Base Line Road East is a two-and-a-half storey, detached dwelling (Appendix B). The house has a generally L-shaped footprint, with a complex massing. The house is representative of the Tudor Revival architectural style through a culmination of elements: asymmetrical massing including its frontispiece gable, complex roof shapes, rug brick exterior cladding as well as paring or stucco half-timbering, a large fieldstone chimney, diamond or quarry-leaded casement windows and other smaller windows, an oriel projection with windows, and recessed doorway with painted wood front door and accessories in a Tudor Revival style.

The house has a striking similarity with houses designed by the architect L. Gordon Bridgman, including the houses at 291 Epworth Avenue, 369 St. George Street, and 381 St. George Street. These houses are representative of the Tudor Revival architectural style in London. The Tudor Revival architectural style was popularized during period revivals of different architectural styles in the early twentieth century. It is most recognized by the inclusion of half-timbering as an exterior cladding material but includes other architectural elements to articulate this stylistic expression.

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

1.4 Property History

An extensive and thoroughly researched history of the property at 244 Base Line Road East can be found in the report prepared by C. G. Ryan (July 2023) (on file with Heritage Planner). A summary follows.

Prior to the present house, a house was located on the property at 244 Base Line Road East (although addressed 405 Wortley Road). The prior house was built in about 1894 when the property was owned by Charlotte Taylor. In 1900, the property was sold to Thomas Baty, who named the home “Lindlea.” Thomas Baty sold portions of the estate property during the 1920s, resulting in many of the houses now located on the north side of Base Line Road and the west side of Wortley Road that date from this period.

The property at 244 Base Line Road East was purchased from the estate of Thomas Baty on April 24, 1929, for \$6,800, by George Andrew Arthur (1894-1961) and Phyllis Arthur (1901-1976). A mortgage was taken out on July 18, 1929, for \$10,000, presumably for the construction of the house. The house on the property at 244 Base Line Road East was constructed in 1929, as it is recorded in the City Directory (1930) as “new house.” The house was built in the Tudor Revival style.

Later, a portion of the property at 244 Base Line Road East was severed to create the parcel at 236 Base Line Road East.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

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

2.1.1 Provincial Policy Statement

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

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

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

2.1.2 Ontario Heritage Act

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

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

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

2.1.2.1 Ontario Regulation 9/06

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

1. The property has design or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

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

2.1.2.2 Ontario Regulation 385/21

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

2.2 The London Plan

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

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Request for Designation

In July 2023, the City received a request from the property owners of 244 Base Line Road East to consider the designation of their property pursuant to Part IV of the *Ontario Heritage Act*. Extensive historical research had been completed by the property owner. Staff reviewed this information and prepared an evaluation of the property using the criteria of O. Reg. 9/06.

4.2 Cultural Heritage Evaluation

The property at 244 Base Line Road East was evaluated using the criteria of O. Reg. 9/06. The property has met two criteria for designation. The criteria that the property at 244 Base Line Road East has met are:

Criteria 1: the house on the property at 244 Base Line Road East has design value or physical value because it is a representative example of a Tudor Revival house.

Criteria 7: the property at 244 Base Line Road East has contextual value because it is important in defining the character of the Old South neighbourhood of London.

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

4.1 Consultation

As an owner-initiated designation, staff have taken a cooperative approach in engaging with the property owners throughout the evaluation process. The property owners facilitated a site visit. The property owners have reviewed and concurred with the Statement of Cultural Heritage Value or Interest and the identification of heritage attributes for the property at 244 Base Line Road East.

The Stewardship Sub-Committee of the Community Advisory Committee on Planning was consulted on this heritage designation at its meeting on February 28, 2024 and provided comments on the property’s evaluation. In compliance with the requirements of Section 29(2), *Ontario Heritage Act*, the Community Advisory Committee on Planning, as the City’s municipal heritage committee, was consulted at its meeting on March 13, 2024.

Conclusion

The property at 244 Base Line Road East is a significant cultural heritage resource that is valued for its physical or design values, and its contextual values. The property is a representative example of the Tudor Revival architectural style. The property is important in defining the character of Old South. The property has been evaluated and has met the criteria for designation per O. Reg. 9/06. The property at 244 Base Line Road East should be designated under Part IV of the *Ontario Heritage Act*.

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

cc Kevin Edwards, Manager, Community Planning

Appendices

- Appendix A Property Location
- Appendix B Images
- Appendix C Evaluation of Cultural Heritage Value or Interest
- Appendix D Statement of Cultural Heritage Value or Interest
- Appendix E Identification of Heritage Attributes

Selected Sources

Corporation of the City of London. n.d. Property files: 244 Base Line Road East.
Corporation of the City of London. (2016, consolidated). *The London Plan*. London, ON.
Corporation of the City of London. (2022). *Register of Cultural Heritage Resources*. London, ON.
Hill, R. “L. Gordon Bridgman.” *Biographical Dictionary of Architects in Canada*. www.dictionarhofarchitectsincanada.org/node/1198
Ministry of Municipal Affairs and Housing. (2020). *Provincial Policy Statement, 2020*. Ontario: Queen’s Printer for Ontario.
Ontario Heritage Act. Retrieved from e-Laws website <https://www.ontario.ca/laws/statute/90o18>.
Ryan, C. G. “244 Base Line Road East.” July 2023.

Appendix A – Property Location



Appendix B – Images



Image 1: Undated photograph of the property at 244 Base Line Road East, showing the view of the house looking northeast.



Image 2: View of the house at 244 Base Line Road East looking north from Base Line Road East.



Image 3: Detail of the front doorway of the house at 244 Base Line Road East.



Image 4: View looking northeast towards the house at 244 Base Line Road East.



Image 5: View of the west façades of the house at 244 Base Line Road East, from the back yard of the property.



Image 6: View of the east facade of the house at 244 Base Line Road East, as seen from Wortley Road.



Image 7: View of the south (left) and east (right) facades of the house at 244 Base Line Road East.

Appendix C – Evaluation of Cultural Heritage Value or Interest

Evaluation of Cultural Heritage Value or Interest

Municipal Address	244 Base Line Road East
Resource Name	
Legal Description	PART LOT 1, W/S WORTLEY RD, BEING PART 2, 33R-14676; LONDON/WESTMINSTER
PIN	08380-0216
Date of Construction	1929
Original Owner	George A. and Phyllis Arthur
Date	February 5, 2024

Property Photograph



Image 8: View of the property at 244 Base Line Road East, from Base Line Road East.

Property History

An extensive and thoroughly researched history of the property at 244 Base Line Road East can be found in the report prepared by C. G. Ryan (July 2023). A summary follows.

Prior to the present house, a house was located on the property at 244 Base Line Road East (although addressed 405 Wortley Road). The prior house was built in about 1894 when the property was owned by Charlotte Taylor. In 1900, the property was sold to Thomas Baty, who named the home “Lindlea.” Thomas Baty sold portions of the estate property during the 1920s, resulting in many of the houses now located on the north side of Base Line Road and the west side of Wortley Road that date from this period.

The property at 244 Base Line Road East was purchased from the estate of Thomas Baty on April 24, 1929, for \$6,800, by George Andrew Arthur (1894-1961) and Phyllis Arthur (1901-1976). A mortgage was taken out on July 18, 1929, for \$10,000, presumably for the construction of the house. The house on the property at 244 Base Line Road East was constructed in 1929, as it is recorded in the City Directory (1930) as “new house.” The house was built in the Tudor Revival style.

Later, a portion of the property at 244 Base Line Road East was severed to create the parcel at 236 Base Line Road East.

Old South

Established as part of the Crown Reserve set aside for government officials during the initial survey of Westminster Township, Old South is a primarily residential area. Base Line Road served as the “base line” for the survey of Westminster Township and was established by Simon Z. Watson in 1810 and was interrupted by the War of 1812. After the relocation of the London District capital to London in 1826, government officials were granted large lots in the area between High Street and Wharncliffe Road South, south of the Thames River and north of Base Line Road. Wortley Road and Ridout Street were cut through to create more road frontages for more lots in the area. This trend of residential development came with the continued division and subdivision of lots, to create the residential landscape today. The subject property at 244 Base Line Road East is located on the northwest corner of Base Line Road and Wortley Road, a prominent intersection in Old South.

Old South, from the Thames River to Emery Street East was annexed by the City of London in 1890. The remaining portion of what’s considered to be Old South was not annexed by the City of London until 1961.

This evolved residential character results in a unique blend of housing forms and expressions. Within Old South, there can be a Victorian house adjacent to an Edwardian house that’s adjacent to a 1920s period revival house. There is also pattern of built form with the lots of large estate homes having been subdivided with infill housing surrounding.

L. Gordon Bridgman, Architect

L. Gordon Bridgman (1888-1970) was an architect who lived and worked in London. His best-known work is the former Elsie Perrin Williams Memorial London Public Library and Art Gallery and Museum (305 Queens Avenue, built in 1939-1940).

Limited information exists about residential commissions of L. Gordon Bridgman. Goodholme (291 Epworth Avenue, built 1932), the house at 369 St. George Street built for W. L. Duffield in 1927 (altered by O. Roy Moore, architect, in 1937), and the house at 381 St. George Street built for W. R. Yendall in 1930 are notable confirmed examples. Given the length of his career, there are likely other examples of his work in London.

While no architectural drawings can be located for the house at 244 Base Line Road East that would identify the architect responsible for its design, there are striking similarities of the house with those built to the design of L. Gordon Bridgman, particularly those houses at 369 St. George Street and 381 St. George Street. The prominent frontispiece of the house with its steeply pitched Tudor Revival gable shows a particular combination of elements that demonstrates the influence of this architect.



Image 9: Houses in the Tudor Revival architectural style, designed by L. Gordon Bridgman. Goodholme at 291 Epworth Avenue (left), house at 369 St. George Street (centre), and house at 381 St. George Street (right).

Resource Description

The house at 244 Base Line Road East is a two-and-a-half storey, detached dwelling. The house has a generally L-shaped footprint, with a complex massing. This massing accentuates its location on the corner of Base Line Road East and Wortley Road. Its front door is oriented south, towards Base Line Road East, whereas its garage and driveway are accessed to the east via Wortley Road.

The complex massing is articulated through the roof shapes of the house. A steeply pitched gable roof, accented by a smaller but equally steep gable frontispiece of the doorway, faces south. The gables have narrow eaves, which emphasizes their steepness. This gable structure dominates the southern elevation of the house's asymmetrical composition. A cross-gable roof terminates the western wing in a hipped end, with a hipped roof gable window, that transitions into a shed style roof that flares at its base to wrap around the south elevation. This flaring accent of the roofline is echoed around the frontispiece of the front doorway as well as the base of the main gable. A cross-gable dominates the east elevation with complex asymmetry. The roof is clad in asphalt shingles.

Rug brick of reddish-brown and brown tones is the primary exterior cladding material of the house. The brick has been applied as a veneer to the house's structure in a stretcher bond pattern. The sills of the window openings are mostly constructed of brick, except those of the quadruplet windows of the frontispiece which are cast concrete, as are the soldier course lintels of most window openings. The brickwork forms a segmented arch over the main doorway. A running course of brickwork also accents the steep pitch of the large and small gables on the south elevation, as well as most window openings. Portions of the upper storey are clad in half-timbering, as well as the parging or stucco-finish of the east gable. An oriel window and garage projection on the east elevation are also clad in half-timbering. The large, tapered chimney, which is sited on the south elevation, is constructed of fieldstone arranged in an erratic pattern of mixed sizes and colour tones with a heavy cast concrete cap.

Windows of the first and second storey are in pairs, triplets, or quadruplets, with six windows in a set on the west elevation. Most of the windows are casement with a diamond or quarry leaded light. The windows in the west wing are leaded, but in a rectangular shaped eight-pane window. A stacked three-lite window is in the peaks of the south gable and east gable, as well as adjacent to the front doorway. Most leaded windows have storm windows. A louvered shutter is in the arched opening above the front doorway.

The front doorway is recessed with the segmented arch opening of the frontispiece on the south elevation. The front door is painted wood composed of vertical boards, with exposed, oversized, decorative hinge hardware. A small six-lite window is located in the upper left of the door, above the handle and knocker. A mail slot is centred in the lower portion of the door.

The house demonstrates characteristics of the Tudor Revival style, reflective of the house's construction in 1929. The Tudor Revival style is expressed in the house at 244 Base Line Road East in the following elements:

- Asymmetrical massing, with frontispiece gable
- Complex roof shape, including steeply pitched gables
- Use of reddish brown and brown rug brick exterior cladding, including masonry detailing
- Secondary use parging or stuccoed finish, including half-timbering, exterior cladding
- Large, tapered fieldstone chimney as a dominant feature of the south elevation
- Diamond or quarry-leaded casement windows
- Three-lite windows in the east gable, south gable, and adjacent to the front doorway
- Oriel projection on the east façade with windows, supported by brackets and clad in parging or stucco half-timbering
- Recessed front doorway on the south elevation
- Painted wood front door with exposed, oversized hinge hardware, six-lite window, knocker, mail slot, and hardware

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

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

Criteria	Meets Criteria (Yes/No)	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.	Yes	The house on the property at 244 Base Line Road East is a representative example of the Tudor Revival architectural style. The Tudor Revival style is demonstrated in the house's asymmetrical massing, complex roof shape including steeply pitched gables, red brick exterior and brick accents, use of parging/stucco and half-timbering, chimney, diamond or quarry-lite windows, recessed front doorway, and painted wood front door.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The property is regarded for its aesthetic charm; however it does not demonstrate a high degree of craftsmanship or artistic merit.
3. The property has historical value because it demonstrates a high degree of technical or scientific achievement.	No	The property does not demonstrate a high degree of technical or scientific achievement.
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.	No	The property is not believed to have 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.	No	The property is not believed to yield, or have the potential to yield, information that contributes to an understanding of a community or culture in a significant manner.
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*	The house at 244 Base Line Road East demonstrates the influence of the architect L. Gordon Bridgman. However, further evidence to document the associative value of the property in its connection to L. Gordon Bridgman would better support this criterion.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	Yes	The property at 244 Base Line Road East is important in defining the character of Old South. Prominently located on the northwest corner of Base Line Road and Wortley Road, the house defines the character of the area in the form and massing of the house. While the expression of built character in the area varies, most of the properties feature large houses with large

		setbacks, gardens, and lawns. Most houses in this part of Old South date from the first half of the twentieth century, with a few houses constructed in earlier or later periods.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	No	The property is linked to its surroundings, but not in a manner that is significant or different than nearby properties.
9. The property has contextual value because it is a landmark.	No	The property is locally recognized, but not considered to be a landmark.

The property at 244 Base Line Road East meets two of the nine criteria of O. Reg. 9/06, therefore meriting designation pursuant to Section 29, *Ontario Heritage Act*.

* The identification of further evidence to document the associative value of the property in its connection to the architect L. Gordon Bridgman would support the property meeting three criteria for designation.

Appendix D – Statement of Cultural Heritage Value or Interest

244 Base Line Road East

Statement of Cultural Heritage Value or Interest

Legal Description: PART LOT 1, W/S WORTLEY RD, BEING PART 2 33R-14676;
LONDON/WESTMINSTER
PIN: 08380-0216

Description of Property

The property at 244 Base Line Road East is located at the northwest corner of Base Line Road East and Wortley Road in London's Old South neighbourhood.

Statement of Cultural Heritage Value or Interest

The property at 244 Base Line Road East is of significant cultural heritage value or interest because of its physical or design values, and its contextual values.

Criteria 1: the house on the property at 244 Base Line Road East has design value or physical value because it is a representative example of a Tudor Revival house.

Criteria 7: the property at 244 Base Line Road East has contextual value because it is important in defining the character of the Old South neighbourhood of London.

Heritage Attributes

Heritage attributes which support and contribute to the physical or design value of the property as a representative example of a Tudor Revival house:

- Asymmetrical massing, with frontispiece gable
- Complex roof shape, including steeply pitched gables
- Use of reddish brown and brown rug brick exterior cladding, including masonry detailing
- Secondary use parging or stuccoed finish, including half-timbering, exterior cladding
- Large, tapered fieldstone chimney as a dominant feature of the south elevation
- Diamond or quarry-leaded casement windows
- Three-lite windows in the east gable, south gable, and adjacent to the front doorway
- Oriel projection on the east façade with windows, supported by brackets and clad in parging or stucco half-timbering
- Recessed front doorway on the south elevation
- Painted wood front door with exposed, oversized hinge hardware, six-lite window, knocker, mail slot, and hardware

The double-wide metal overhead garage door is not considered to be a heritage attribute. The parged concrete stoop is not considered to be a heritage attribute.

Heritage attributes which support and contribute to the contextual value of the property in defining the character of Old South:

- Location on the northwest corner of Base Line Road East and Wortley Road
- Unobstructed views to the south elevation and east elevation of the house from Base Line Road East and Wortley Road

Appendix E – Identification of Heritage Attributes



1. Asymmetrical massing, with frontispiece gable



2. Complex roof shape, including steeply pitched gables



3. Use of reddish brown and brown rug brick exterior cladding, including masonry detailing



4. Secondary use of paring or stucco finish, including half-timbering, exterior cladding detailing



5. Large, tapered fieldstone chimney as a dominant feature on the south elevation



6. Diamond or quarry-leaded casement windows



7. Three-lite windows in the east gable, south gable, and adjacent to the front doorway



8. Oriel projection on the east façade with windows, supported by brackets and clad in paring or stucco half-timbering



9. Recessed front doorway on the south elevation



10. Painted wood front door with exposed, oversized hinge hardware, six-lite window, knocker, mail slot, and hardware



11. Location on the northwest corner of Base Line Road East and Wortley Road



12. Unobstructed views to the south elevation and east elevation of the house from Base Line Road East and Wortley Road.

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

C.G. Ryan & A.L. Grant

[REDACTED]
London, Ontario
N6C 2P1

8 February 2024

Kyle Gonyou
Manager, Heritage and Urban Design
City of London
City Hall
300 Dufferin Avenue
London, Ontario
N6A 4L9

Dear Mr. Gonyou,

This letter is to indicate our full support for the designation of our home, [REDACTED]
[REDACTED] as a municipal heritage property.

We recognize the value of preserving our local built heritage, and are pleased that the recognition of our home will contribute to that endeavour.

In addition, we thank you for the time and effort you have put into this process.

Sincerely,

C.G. Ryan

A.L. Grant

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P. Eng
Deputy City Manager, Planning and Economic Development
Subject: Building Division Monthly Report
February 2024
Date: March 19, 2024

Recommendation

That the report dated February 2024 entitled “Building Division Monthly Report February 2024”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of February 2024.

Linkage to the Corporate Strategic Plan

Growing our Economy

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

Leading in Public Service

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

Analysis

1.0 Background Information

This report provides information on permit and associated inspection activities for the month of February 2024. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of February 2024”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – **February 2024**

Permits Issued to the end of the month

As of February 2024, a total of 490 permits were issued, with a construction value of \$378.1 million, representing 836 new dwelling units. Compared to the same period in 2023, this represents a 5.6% increase in the number of building permits, with a 220.59% increase in construction value and an 351.89% increase in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of February 2024, the number of building permits issued for the construction of single and semi-detached dwellings was 30, representing a 9.09% decrease over the same period in 2023.

Number of Applications in Process

As of the end of February 2024, 981 applications are in process, representing approximately \$721.1 million in construction value and an additional 1,145 dwelling units compared with 835 applications, with a construction value of \$611 million and an additional 1,089 dwelling units in the same period in 2023.

Rate of Application Submission

Applications received in February 2024 averaged to 12.15 applications per business day, for a total of 243 applications. Of the applications submitted 17 were for the construction of single detached dwellings and 36 townhouse units.

Permits issued for the month

In February 2024, 243 permits were issued for 463 new dwelling units, totaling a construction value of \$216.2 million.

Inspections – Building

A total of 1,522 inspection requests were received with 1,865 inspections being conducted.

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

Of the 1,522 inspections requested, 99% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 726 inspection requests were received, with 825 inspections being conducted.

An additional 170 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 726 inspections requested, 99% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 839 inspection requests were received with 1,137 inspections being conducted related to building permit activity.

An additional 3 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

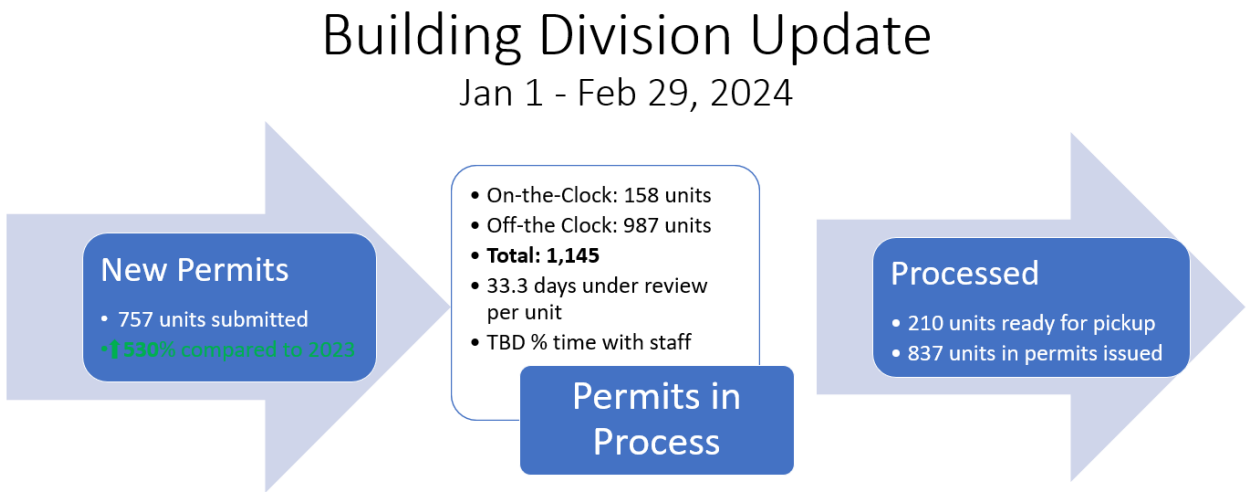
Of the 839 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

2019 - 2021 Permit Data

Additional permit data has been provided in Appendix “A” to reflect 2019 – 2021 permit data.

New Housing Unit Activity

The following diagram provides a simplified summary of building permit activity beginning at the start of the calendar year. It was reported in the October of 2023 in a report titled “London’s Housing Pledge: A Path to 47,000 units by 2031 Update” to the Strategic Priorities and Policy Committee that this figure would be included in future Building Division update reports.



This figure provides a deeper dive into the Permits and Inspections Housing Unit Supply number discussed in the previous section. It shows the inflow and outflow of housing unit permits through the building area on a year-to-date basis and the volume of units in permits that are under review.

3.0 Analysis

Analysis of the February 2024 building permit data shows a strengthening in the housing and building marketplace over the same period in 2023. The City of London saw a 5.6% increase in building permits compared to the same period last year. Construction values have increased substantially by 221%. Single and semi-detached dwellings units in permits have further declined over last year by 9%; however, multi-unit (Duplex, Triplex, Quadplex, Apartment Buildings) have increased by over 1500% resulting in an overall increase in units by over 530%. To date, 2024 has had the strongest yearly start in the last 5-years with permit construction value and the number of units processed having the highest year-to-date values over the 2019-2024 period.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of February 2024. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity” for the month of February 2024 as well as “Principle Permits Reports”.

Prepared by: Kyle Wilding
Acting Deputy Chief Building Official
Planning and Economic Development

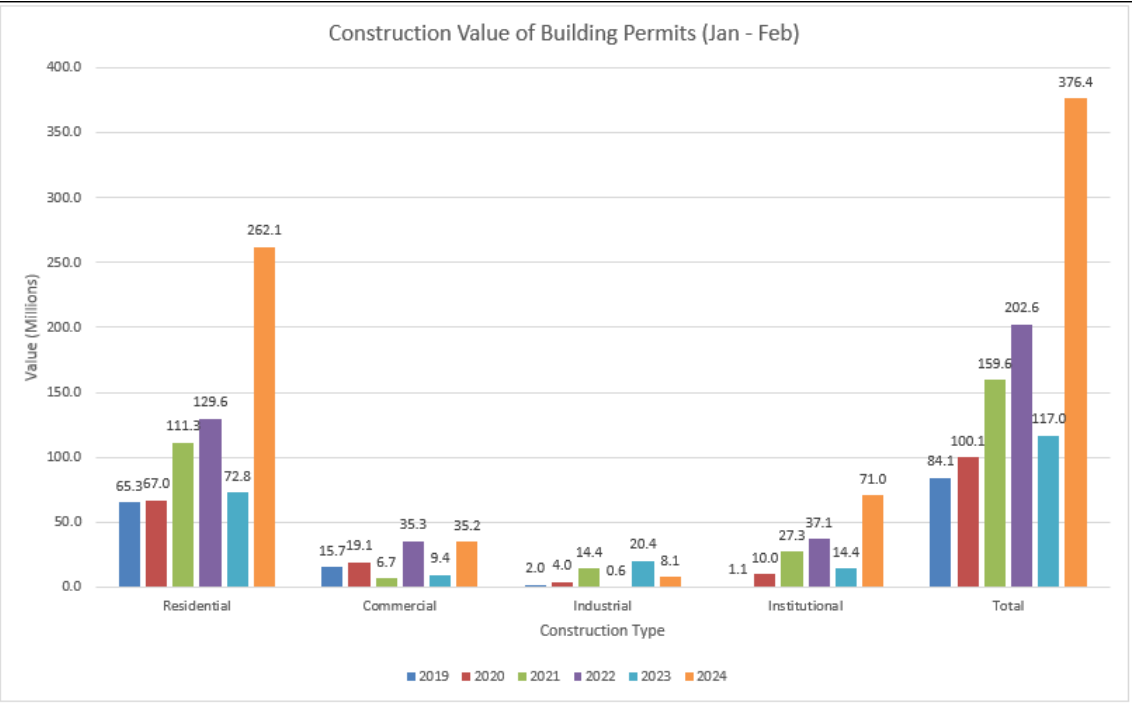
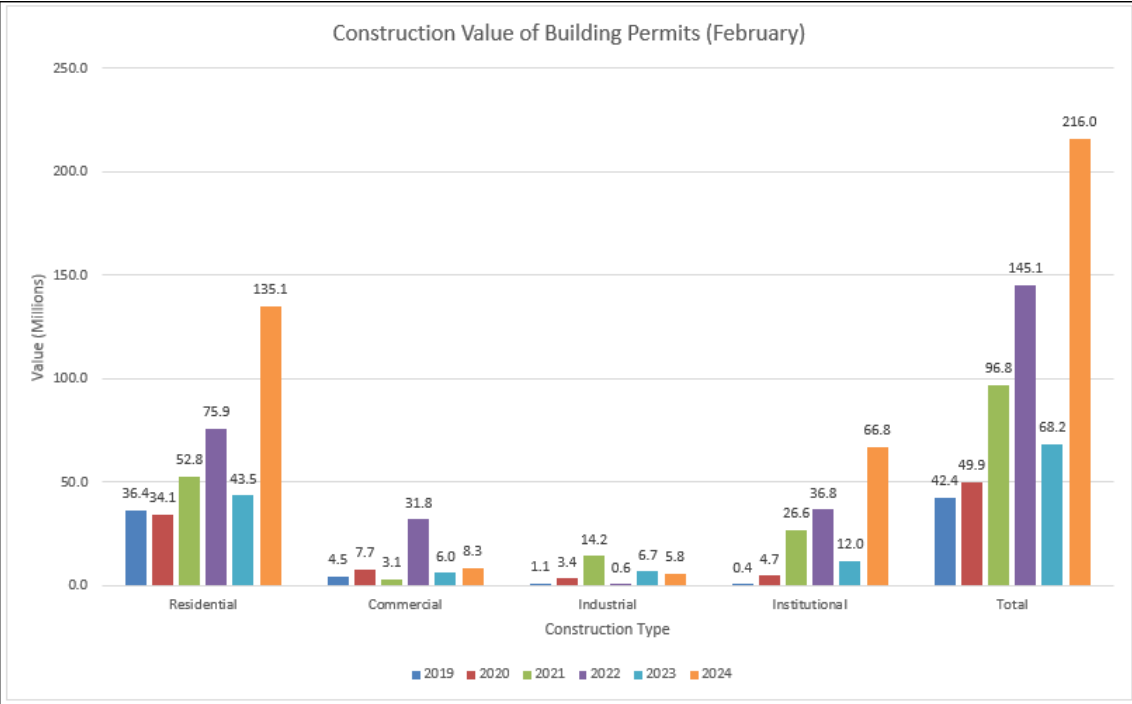
Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager
Planning and Economic Development

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

APPENDIX “A”

CITY OF LONDON																		
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF FEBRUARY 2024																		
February 2024				to the end of February 2024			February 2023			to the end of February 2023			February 2022			to the end of February 2022		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	17	10,364,662	17	30	18,141,955	30	18	10,407,589	18	32	18,830,953	32	39	19,673,533	39	126	56,448,053	126
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	1	921,661	2	0	0	0	0	0	0
TOWNHOUSES	6	12,456,342	36	7	16,038,262	44	4	5,818,442	17	12	20,387,123	56	11	17,058,409	75	25	29,072,209	118
DUPLEX, TRIPLEX, QUAD, APT BLDG	3	105,339,715	382	6	213,483,953	704	2	20,906,022	42	2	20,906,022	42	3	29,330,190	103	3	29,330,190	103
RES-ALTER & ADDITIONS	123	6,949,147	28	234	14,458,742	55	134	6,374,596	19	223	11,801,937	38	106	9,868,285	12	238	14,746,980	25
COMMERCIAL - ERECT	0	0	0	1	1,790,400	1	0	0	0	0	0	0	4	31,150,000	0	4	31,150,000	0
COMMERCIAL - ADDITION	2	2,300,000	0	5	2,603,956	0	0	0	0	1	1,000	0	0	0	0	1	500,000	0
COMMERCIAL - OTHER	24	6,038,900	0	63	30,775,610	2	35	6,014,200	15	49	9,373,775	15	11	682,700	0	33	3,686,959	0
INDUSTRIAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - ADDITION	3	5,630,400	0	3	5,630,400	0	1	631,900	0	2	12,810,611	0	0	0	0	0	0	0
INDUSTRIAL - OTHER	3	131,500	0	14	2,487,081	0	5	6,113,127	0	7	7,614,027	0	4	568,000	0	4	568,000	0
INSTITUTIONAL - ERECT	3	55,642,257	0	3	55,642,257	0	0	0	0	0	0	0	1	36,000,000	0	1	36,000,000	0
INSTITUTIONAL - ADDITION	1	8,953,871	0	1	8,953,871	0	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	9	2,197,000	0	17	6,374,293	0	10	11,959,800	0	18	14,375,550	0	3	818,000	0	8	1,142,000	0
AGRICULTURE	1	75,000	0	3	1,115,000	0	0	0	0	1	220,000	0	1	250,000	0	1	250,000	0
SWIMMING POOL FENCES	3	120,000	0	8	490,000	0	12	442,000	0	15	537,000	0	11	502,933	0	20	841,933	0
ADMINISTRATIVE	7	44,000	0	14	148,000	0	10	89,000	0	17	169,000	0	9	510,000	0	15	560,000	0
DEMOLITION	13	0	10	22	0	17	4	0	8	19	0	10	12	0	9	17	0	14
SIGNS/CANOPY - CITY PROPERTY	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	22	0	0	55	0	0	23	0	0	65	0	0	29	0	0	58	0	0
TOTALS	243	216,242,794	463	490	378,133,780	836	258	68,756,676	111	464	117,948,659	185	245	146,412,050	229	555	204,296,324	372

CLASSIFICATION	February 2021			to the end of February 2021			February 2020			to the end of February 2020			February 2019			to the end of February 2019		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	82	37,231,400	82	185	81,567,700	184	60	26,144,600	60	111	49,251,120	111	42	17,129,600	42	78	32,892,510	78
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	12	11,709,800	36	21	15,910,600	48	6	2,384,500	6	16	7,063,900	22	21	15,523,460	75	29	22,000,890	104
DUPLEX, TRIPLEX, QUAD, APT BLDG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1,250,000	0
RES-ALTER & ADDITIONS	103	3,862,500	9	213	13,809,560	18	99	5,595,575	2	196	10,701,475	8	78	3,727,530	6	207	9,127,810	11
COMMERCIAL - ERECT	0	0	0	1	976,500	0	1	940,000	0	1	940,000	0	2	1,329,480	0	2	1,329,480	0
COMMERCIAL - ADDITION	0	0	0	0	0	0	2	2,001,800	0	2	2,001,800	0	0	0	0	1	2,500,000	0
COMMERCIAL - OTHER	23	3,141,614	0	46	5,674,814	0	28	4,799,000	0	76	16,127,506	0	31	3,161,600	0	76	11,848,320	0
INDUSTRIAL - ERECT	2	14,195,000	0	2	14,195,000	0	1	3,000,000	0	1	3,000,000	0	0	0	0	1	100,000	0
INDUSTRIAL - ADDITION	0	0	0	0	0	0	1	118,800	0	1	118,800	0	2	65,000	0	2	65,000	0
INDUSTRIAL - OTHER	2	51,000	0	6	159,800	0	3	261,000	0	11	890,500	0	8	1,063,200	0	15	1,873,700	0
INSTITUTIONAL - ERECT	1	12,000,000	0	1	12,000,000	0	0	0	0	1	575,000	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	1	1,663,386	0	2	1,763,386	0	0	0	0	1	2,000,000	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	7	12,977,100	0	12	13,507,100	0	9	4,657,500	0	19	7,412,000	0	9	403,670	0	15	1,141,670	0
AGRICULTURE	0	0	0	0	0	0	0	0	0	1	100,000	0	0	0	0	1	10,000	0
SWIMMING POOL FENCES	26	771,600	0	35	1,065,100	0	7	269,000	0	9	314,000	0	2	83,000	0	3	98,000	0
ADMINISTRATIVE	5	80,000	0	10	80,000	0	2	0	0	6	0	0	5	0	0	12	0	0
DEMOLITION	8	0	6	8	0	6	6	0	4	14	0	9	2	0	1	11	0	6
SIGNS/CANOPY - CITY PROPERTY	2	0	0	4	0	0	0	0	0	0	0	0	2	0	0	7	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	29	0	0	56	0	0	19	0	0	67	0	0	49	0	0	67	0	0
TOTALS	303	97,683,400	133	602	160,709,560	256	244	50,171,775	68	533	100,496,101	141	253	42,486,540	123	528	84,237,380	193





City of London - Building Division

Principal Permits Issued from February 1, 2024 to February 29, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
	1040 Trafalgar St	(statcan) Alter - Duplex ALTER TO REPAIR FIRE DAMAGE. **ORDER TO MAKE SAFE - US1350592**	0	144,640
BOARDWALK REIT PROPERTIES BOARDWALK REIT PROPERTIES	106 Base Line Rd W 1001	(statcan) Alter - Garage for Apartment Building Concrete repairs and waterproofing replacement for aboveground parking garage Shell Permit Only –Provide sealed design for the new concrete stairs, including design loads and references to Building Code/CSA standards; design for the new steel stairs, including design loads and references to Building Code/CSA standards and the engineering design for the metal guards and handrails, including design loads and references to Building Code/CSA standards to the Building Division for review prior to work in these areas.	0	1,500,000
STORMFISHER ENVIRONMENTAL LTD STORMFISHER ENVIRONMENTAL LTD	1087 Green Valley Rd	(statcan) Add (Non-Residential) - Non-Residential Accessory Building South Pumphouse: Non-occupied addition to existing Pumphouse	0	335,000
STORMFISHER ENVIRONMENTAL LTD STORMFISHER ENVIRONMENTAL LTD	1087 Green Valley Rd	(statcan) Add (Non-Residential) - Non-Residential Accessory Building Addition to west pumphouse	0	500,000
UNIVERSITY OF WESTERN ONTARIO BOARD OF GOVERNORS UNIVERSITY OF WESTERN ONTARIO- BOARD OF GOVERNORS	1137 Western Rd	(statcan) Add (Non-Residential) - University *** ISSUED TO FOUNDATION ONLY** ADD 2 STOREY ADDITION TO SIDE OF existing Faculty of Education building to support a Child and Youth Development Clinic.	0	8,953,871
WESTERN UNIVERSITY WESTERN UNIVERSITY	1151 Richmond St	(statcan) Alter - University ALTER 5TH FLOOR OF WELDON LIBRARY	0	950,000
CANADIAN COMMERCIAL INC. CANADIAN COMMERCIAL (CAMBRIDGE) INC.	1225 Wonderland Rd N	(statcan) Add (Non-Residential) - Retail Store Add to building for existing Goodwill expansion.	0	800,000
LONDON SUMMERSIDE CORP. LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	(statcan) Alter - Indoor Swimming Pools INTERIOR TENANT FIT-UP FOR SWIMMING POOL	0	1,773,800
2560334 ONTARIO INC 2560334 ONTARIO INC	135 Villagewalk Blvd	Install - Sanitary or Storm sewer - Site Services Install services only for commercial plaza		281,000
LONDON DISTRICT CATHOLIC (C/O LONDON BRIDGE CHILD CARE)	1370 Huron St	(statcan) Erect - Schools Elementary, Kindergarten New one storey family and child care centre location on the LDSCB St. Anne Catholic Elementary school property west of the existing school	0	4,431,120
ALEXANDRE DA COSTA SOUTHBRIDGE HEALTH CARE GP INC.	1390 Dundas St	Install - Nursing Homes Install retaining wall		133,000



City of London - Building Division

Principal Permits Issued from February 1, 2024 to February 29, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
BRAD SCHARRINGA SCHARRINGA CONSTRUCTION	1451 Trafalgar St	(statcan) Add (Residential) - Four-Plex ADD - FOR 2 STOREY ADDITION, CONVERT TO 4 UNIT DWELLINGS, W/ STRUCT, PLUMB, HVAC	3	885,510
Don DE Jong THAMES VILLAGE JOINT VENTURE CORP. C/O TRIDON MANAGEMENT LTD.	1525 Chickadee Trail C	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG C, 5 UNITS 12,13,14,15,16, 2 STOREYS, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED.	5	1,636,602
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Restaurant <= 30 People UNIT L053A: SPRINKLER ALTERATIONS TO MANCHU WOK. APPLICANT INDICATED ALL MECHANICAL AND PLUMBING TO REMAIN EXISTING. ONLY FLOOR AND WALL FINISHES TO BE COMPLETED. REVISIONS TO BE SUBMITTED FOR ANY ALTERATIONS REQUIRING A PERMIT.	0	200,000
Cf/Realty Holdings Inc C/O Cadillac Fairview Corp	1680 Richmond St	(statcan) Alter - Retail Store ALTER FOR 2ND FLOOR TENANT FIT UP - UNIT CRU-U048A ENVY + GRACE	0	253,500
Cf/Realty Holdings Inc C/O Cadillac Fairview Corp	1680 Richmond St	(statcan) Alter - Retail Store ALTER RETAIL UNIT 27B - CARAT JEWELLERS	0	250,000
YORK DEVELOPMENTS YORK DEVELOPMENTS	1761 Wonderland Rd N	(statcan) Erect - Apartment Building ERECT 17 STOREY APARTMENT BUILDING ***Shell permit only*** To go to full: 1. Provide stairs, guards and handrails shop drawings. 2. Provide access ladder shop drawings. 3. Sprinkler Shop drawings to be submitted 4. ITC form to be completed and submitted	236	67,000,000
Yorkmac Property Managment Inc	182 York St	(statcan) Alter - Restaurant INTERIOR FIT UP FOR RESTAURANT. SHELL PERMIT ONLY. Provide commercial cooking hood suppression shop drawings. Provide revised basement fire separation details as noted on the Architectural Plans. NO WORK TO PROCEED ON FIRE SEPARTION OR COOKING HOOD/SUPPRESSION UNTIL SUCH DRAWINGS ARE SUBMITTED, REVIEWED AND APPROVED.	0	256,500
URBAN SIGNATURE HOMES URBAN SIGNATURE HOMES	235 Kennington Way E	(statcan) Erect - Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG E, DPNs 35, 37, 39, 41, 43, & 45.	6	2,457,270
MOHAMED ABDULREHMAN CARDINAL HOMES INC.	2500 Main St A	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG A, 8 UNITS DPN 1,3,5,7,9,11,13 & 15, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, A/C INCLUDED, UNCOVERED, DECK, SB-12 A5, HRV & DWHR REQUIRED	8	2,920,602
CARLOS HENRIQUEZ THAMES VALLEY DISTRICT SCHOOL BOARD	2770 Buroak Dr	(statcan) Erect - Schools Elementary, Kindergarten ERECT 2 STOREY ELEMENTARY SCHOOL W/ DAYCARE **FOUNDATION PERMIT ONLY - NO ABOVE GRADE WORKS**	0	27,211,137



City of London - Building Division

Principal Permits Issued from February 1, 2024 to February 29, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
RAY GIVENS 2258141 ONTARIO INC	327 Sovereign Rd	(statcan) Add (Non-Residential) - Plant for Manufacturing ID - ADDITION TO EXISTING MANUFACTURING PLANT	0	4,795,400
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	3343 Morgan Ave	Install - Apartment Building New construction install Retaining Wall Guardrail on a Permacon Grande Wall	0	110,000
Thames Valley District School Board	3370 Regiment Rd	(statcan) Erect - Schools Elementary, Kindergarten Construction of a new three storey elementary school with child care centre	0	24,000,000
YORK DEVELOPMENTS YORK DEVELOPMENTS	3425 Grand Oak Cross F	(statcan) Erect - Townhouse - Rental Construct Two Storey residential Town homes.	4	1,966,463
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant Interior alterations to existing building to build Halibut House Fish and Chips - full service restaurant	0	300,000
VICTORIA HOSPITAL CORPORATION	351 Hill St	(statcan) Erect - Apartment Building 93 Unit apartment building with affordable housing (5 storey), Group C, non-combustible construction, sprinklered. Building to be situated above a parking garage 1 storey below grade (not part of this permit application). Shell Permit Only – Provide sealed Balcony Guards, Borden Grating, Stair Guards and Handrails shop drawings to the Building Division for review before work in these areas.	94	23,700,000
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd A	(statcan) Erect - Street Townhouse - Condo ERECT 2 STOREY, 7 UNIT TOWNHOUSE BLOCK BLDG A, DPNS 514, 516, 518, 520, 522, 524, 526	7	2,232,400
CAPTAIN GENERATION - MALL LIMITED	530 Oxford St W	(statcan) Alter - Beauty Parlours UNIT 1C - INTERIOR FIT UP FOR NAIL SALON	0	158,700
CAPTAIN GENERATION - MALL LIMITED	530 Oxford St W	(statcan) Alter - Super Market ALTER INTERIOR FOR T&T SUPERMARKET	0	1,742,000
ZEPHIR REAL ESTATE INC ZEPHIR REAL ESTATE INC	538 Colborne St	(statcan) Alter - Triplex To create 2 additional residential units as per sec. 4.37 of zoning by-law Z-1	2	150,000
LIUNA 1059 TRAINING FUND MANAGEMENT INC. LIUNA 1059 TRAINING FUND MANAGEMENT INC.	635 Wilton Grove Rd	(statcan) Alter - Private School - Post Secondary Provide additional training centre classroom, washroom and administrative space within the existing (obsolete) second floor mechanical/chiller room space. ***SHELL PERMIT*** provide sprinkler shop drawing and GRCC.	0	650,000
	65 Agincourt Gdns	(statcan) Alter - Duplex ALTER TO CREATE ADU IN BASEMENT	1	112,176



City of London - Building Division

Principal Permits Issued from February 1, 2024 to February 29, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
BIRCHWOOD HOMES (911578 ONTARIO LTD.) BIRCHWOOD HOMES (911578 ONTARIO LTD.)	6711 Royal Magnolia Ave D	(statcan) Erect - Street Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG D, 6 UNITS DPN 6663, 6667, 6671, 6675, 6679, 6683, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, COVERED PORCH, SB-12 A1, HRV & DWHR REQUIRED	6	1,243,005
BOLER MOUNTAIN BOLER MOUNTAIN	689 Griffith St	(statcan) Add (Non-Residential) - Recreation Centre Ski Rental Addition - Boler Mountain ***Shell permit only*** To go to full permit : 1. Provide opening framing into existing rental area. 2. Provide stairs, guardrails and handrails shop drawings at exterior stairs, ramps and roof. 3. Submit the proposed ramps framing, along with details on the design live loads utilized.	0	1,500,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Hospitals Domestic Water Upgrades to Zone D	0	140,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Hospitals Interior alteration to 5 patient care shower stalls at Victoria Hospital	0	300,000
TALU PROPERTIES INC. TALU PROPERTIES INC.	830 Chelton Rd	(statcan) Erect - Apartment Building Erect 5 storey apartment building	52	14,639,715
GVR INVESTMENTS LTD	960 Green Valley Rd	(statcan) Alter - Office and storage Partition off from an existing warehouse corner and create a secure storage area from the warehouse. Condition the space with new HVAC system.	0	270,000

Total Permits 39 Units 424 Value 200,883,411

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

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager
Planning and Economic Development
Subject: Building Division Monthly Report January 2024
Date: March 19, 2024

Recommendation

That the report dated February 2024 entitled “Building Division Monthly Report January 2024”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of January 2024.

Linkage to the Corporate Strategic Plan

Growing our Economy

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

Leading in Public Service

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

Analysis

1.0 Background Information

This report provides information on permit and associated inspection activities for the month of January 2024. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of January 2024”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – **January 2024**

Permits Issued to the end of the Month

As of January 2024, a total of 247 permits were issued, with a construction value of \$161.9 million, representing 373 new dwelling units. Compared to the same period in 2023, this represents a 18.8% increase in the number of building permits, with a 212.8% increase in construction value and a 372.2% increase in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of January 2024, the number of building permits issued for the construction of single and semi-detached dwellings was 13, representing a 13.3% decrease over the same period in 2023.

Number of Applications in Process

As of the end of January 2024, 975 applications are in process, representing approximately \$859.8 million in construction value and an additional 1,230 dwelling units compared with 859 applications, with a construction value of \$581 million and an additional 1,022 dwelling units in the same period in 2023.

Rate of Application Submission

Applications received in January 2024 averaged to 11.2 applications per business day, for a total of 247 applications. Of the applications submitted, 13 were for the construction of single detached dwellings and 8 townhouse units.

Permits issued for the Month

In January 2024, 247 permits were issued for 373 new dwelling units, totaling a construction value of \$161.9 million.

Inspections – Building

A total of 1,225 inspection requests were received with 1,344 inspections being conducted.

In addition, 22 inspections were completed related to complaints, business licenses, orders, and miscellaneous inspections.

Of the 1,225 inspections requested, 98% were conducted within the provincially mandated 48-hour period.

Inspections - Code Compliance

A total of 769 inspection requests were received, with 801 inspections being conducted.

An additional 118 inspections were completed relating to complaints, business licences, orders, and miscellaneous inspections.

Of the 769 inspections requested, 97% were conducted within the provincially mandated 48-hour period.

Inspections - Plumbing

A total of 652 inspection requests were received with 849 inspections being conducted related to building permit activity.

An additional 1 inspection was completed related to complaints, business licenses, orders, and miscellaneous inspections.

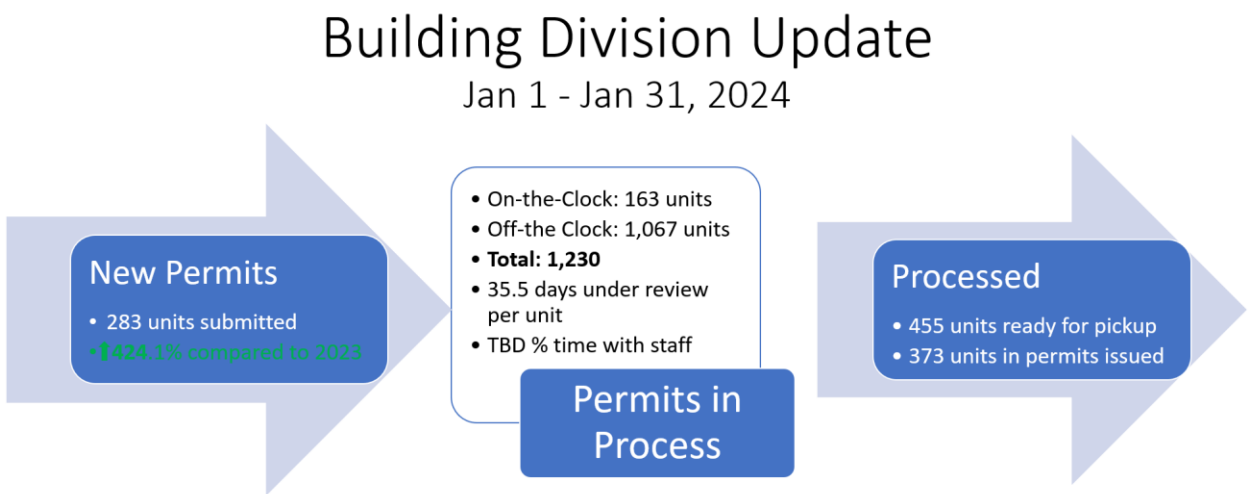
Of the 652 inspections requested, 100% were conducted within the provincially mandated 48-hour period.

2019 - 2021 Permit Data

Additional permit data has been provided in Appendix “A” to reflect 2019 – 2021 permit data.

New Housing Unit Activity

The following diagram provides a simplified summary of building permit activity beginning at the start of the calendar year. It was reported in the October of 2023 in a report titled “London’s Housing Pledge: A Path to 47,000 units by 2031 Update” to the Strategic Priorities and Policy Committee that this figure would be included in future Building Division update reports.



This figure provides a deeper dive into the Permits and Inspections Housing Unit Supply number discussed in the previous section. It shows the inflow and outflow of housing unit permits through the building area on a year-to-date basis and the volume of units in permits that are under review.

3.0 Analysis

January 2024 building permit data was strong in comparison to 2023 and showed highlights in total building permits, construction values and number of dwelling units. The City of London saw a 18.75% increase in building permits when compared to January 2023. Construction values increased significantly at 212.8%. Single and semi-detached dwelling units have declined 13.3% over last year; however, the strong multi-unit (Duplex, Triplex, Quadplex, Apartment Buildings) performance has added to an overall increase in units issued by over 370%. January 2024 has had stronger permit numbers for units processed when compared to values over the 2019-2024 period.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of January 2024. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity” for the month of January 2024 as well as “Principle Permits Reports”.

Prepared by: Kyle Wilding
Acting Deputy Chief Building Official
Planning and Economic Development

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

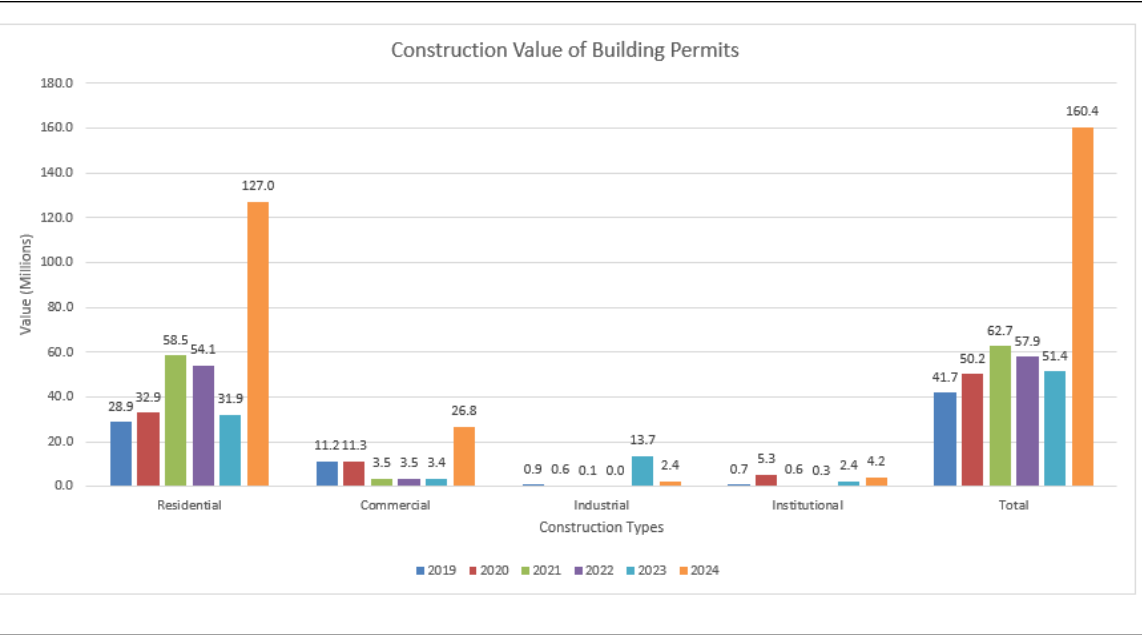
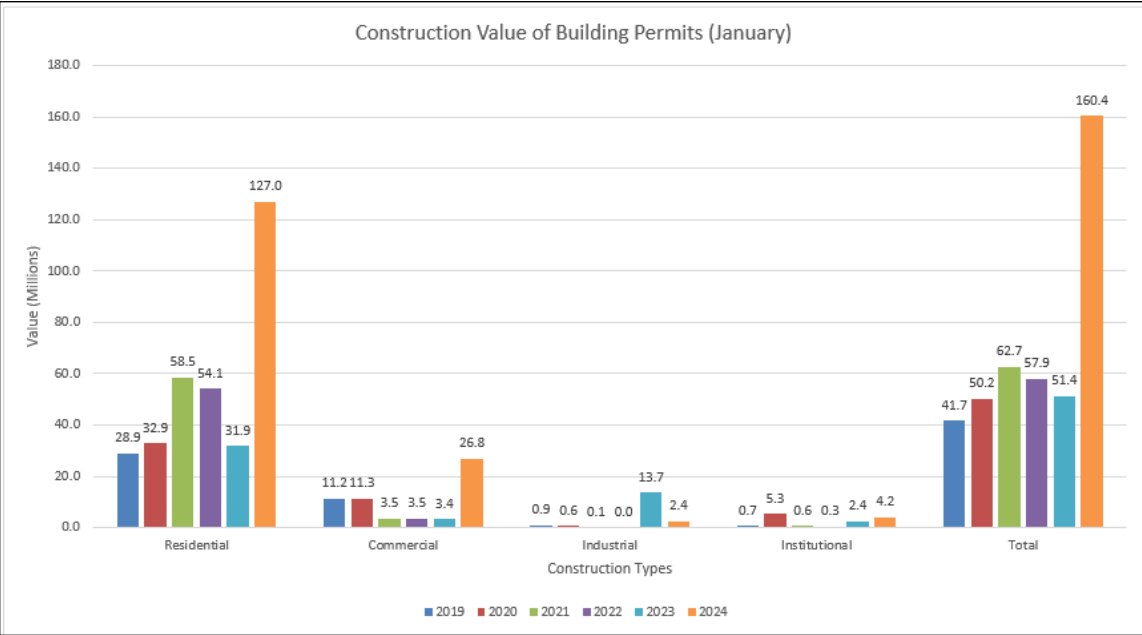
Recommended by: Scott Mathers, MPA, P.Eng.
Deputy City Manager
Planning and Economic Development

APPENDIX “A”

CITY OF LONDON SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF JANUARY 2024

	January 2024			to the end of January 2024			January 2023			to the end of January 2023			January 2022			to the end of January 2022		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	13	7,777,293	13	13	7,777,293	13	14	8,423,364	14	14	8,423,364	14	87	36,774,520	87	87	36,774,520	87
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	1	921,661	2	1	921,661	2	0	0	0	0	0	0
TOWNHOUSES	1	3,581,920	8	1	3,581,920	8	9	16,330,716	44	9	16,330,716	44	15	12,446,800	44	15	12,446,800	44
DUPLEX, TRIPLEX, QUAD, APT BLDG	3	108,144,238	322	3	108,144,238	322	0	0	0	0	0	0	0	0	0	0	0	0
RES-ALTER & ADDITIONS	111	7,509,595	27	111	7,509,595	27	90	6,228,049	19	90	6,228,049	19	132	4,878,695	13	132	4,878,695	13
COMMERCIAL - ERECT	1	1,790,400	1	1	1,790,400	1	0	0	0	0	0	0	0	0	0	0	0	0
COMMERCIAL - ADDITION	3	303,956	0	3	303,956	0	1	1,000	0	1	1,000	0	1	500,000	0	1	500,000	0
COMMERCIAL - OTHER	39	24,736,710	2	39	24,736,710	2	14	3,359,575	0	14	3,359,575	0	22	3,004,259	0	22	3,004,259	0
INDUSTRIAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - ADDITION	0	0	0	0	0	0	1	12,178,711	0	1	12,178,711	0	0	0	0	0	0	0
INDUSTRIAL - OTHER	11	2,355,581	0	11	2,355,581	0	2	1,500,900	0	2	1,500,900	0	0	0	0	0	0	0
INSTITUTIONAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	8	4,177,293	0	8	4,177,293	0	8	2,415,750	0	8	2,415,750	0	5	324,000	0	5	324,000	0
AGRICULTURE	2	1,040,000	0	2	1,040,000	0	1	220,000	0	1	220,000	0	0	0	0	0	0	0
SWIMMING POOL FENCES	5	370,000	0	5	370,000	0	3	95,000	0	3	95,000	0	9	339,000	0	9	339,000	0
ADMINISTRATIVE	7	104,000	0	7	104,000	0	7	80,000	0	7	80,000	0	6	50,000	0	6	50,000	0
DEMOLITION	9	0	7	9	0	7	15	0	8	15	0	8	5	0	5	5	0	5
SIGNS/CANOPY - CITY PROPERTY	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	33	0	0	33	0	0	42	0	0	42	0	0	29	0	0	29	0	0
TOTALS	247	161,890,986	373	247	161,890,986	373	208	51,754,726	79	208	51,754,726	79	311	58,317,274	144	311	58,317,274	144

	January 2021			to the end of January 2021			January 2020			to the end of January 2020			January 2019			to the end of January 2019		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	102	44,093,300	102	102	44,093,300	102	51	23,106,520	51	51	23,106,520	51	36	15,764,000	36	36	15,764,000	36
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	9	4,200,800	12	9	4,200,800	12	10	4,679,400	16	10	4,679,400	16	8	6,478,000	29	8	6,478,000	29
DUPLEX, TRIPLEX, QUAD, APT BLDG	0	0	0	0	0	0	0	0	0	0	0	0	1	1,250,000	0	1	1,250,000	0
RES-ALTER & ADDITIONS	111	10,190,060	9	111	10,190,060	9	97	5,105,900	6	97	5,105,900	6	129	5,407,000	5	129	5,407,000	5
COMMERCIAL - ERECT	1	976,500	0	1	976,500	0	0	0	0	0	0	0	0	0	0	0	0	0
COMMERCIAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	1	2,500,000	0	1	2,500,000	0
COMMERCIAL - OTHER	23	2,533,200	0	23	2,533,200	0	48	11,328,506	0	48	11,328,506	0	45	8,688,000	0	45	8,688,000	0
INDUSTRIAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	1	100,000	0	1	100,000	0
INDUSTRIAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - OTHER	4	108,800	0	4	108,800	0	8	629,500	0	8	629,500	0	7	811,000	0	7	811,000	0
INSTITUTIONAL - ERECT	0	0	0	0	0	0	1	575,000	0	1	575,000	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	1	100,000	0	1	100,000	0	1	2,000,000	0	1	2,000,000	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	5	530,000	0	5	530,000	0	10	2,754,500	0	10	2,754,500	0	6	738,000	0	6	738,000	0
AGRICULTURE	0	0	0	0	0	0	1	100,000	0	1	100,000	0	1	10,000	0	1	10,000	0
SWIMMING POOL FENCES	9	293,500	0	9	293,500	0	2	45,000	0	2	45,000	0	1	15,000	0	1	15,000	0
ADMINISTRATIVE	5	0	0	5	0	0	4	0	0	4	0	0	7	0	0	7	0	0
DEMOLITION	0	0	0	0	0	0	8	0	5	8	0	5	9	0	5	9	0	5
SIGNS/CANOPY - CITY PROPERTY	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	27	0	0	27	0	0	48	0	0	48	0	0	18	0	0	18	0	0
TOTALS	299	63,026,160	123	299	63,026,160	123	289	50,324,326	73	289	50,324,326	73	275	41,761,000	70	275	41,761,000	70





City of London - Building Division
Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
COMMONWEALTH PLYWOOD CO LTD	1010 Green Valley Rd	(statcan) Alter - Warehousing Re-building existing tornado demolished building. Shell Permit Only – Provide sealed wall panels, and canopy to the Building Division for review before work in these areas.	0	1,000,000
1551650 Ontario Ltd	1066 Adelaide St N	(statcan) Alter - Restaurant SHELL PERMIT ONLY. New commercial cooking hood with suppression system (provide suppression shop drawing). Reno to Existing Restaurant-84 seats	0	150,000
LONDON CITY C/O MANAGER REALTY SERVICES	109 Greenside Ave	(statcan) Alter - Non-Residential Accessory Building ID - Interior alter for HVAC upgrades including some doors/lintels in ancillary building B10.	0	570,000
WHITE OAKS SHOPPING CENTRE INC	1105 Wellington Rd	(statcan) Alter - Retail Store NEW TENANT - COBS BREAD - INTERIOR ALTERATIONS	0	396,000
TIM DONUT LIMITED C/O THE TDL GROUP CORP	1181 Highbury Ave N	(statcan) Alter - Restaurant Interior alteration of an existing suite including plumbing, HVAC, and electrical work.	0	250,000
2355907 Ontario Inc	1235 Richmond St	(statcan) Alter - Apartment Building INTERIOR ALTERATIONS TO RETAIL STORE ON THE MAIN FLOOR SHELL PERMIT ONLY - PERMIT 13-003898 STILL OPEN FOR FIRE PROTECTION DEFICIENCIES. Provide fire alarm audible signal within floor area. Provide sprinkler shop drawing and fire hose station (GRCC provided).	0	120,800
OXBURY CENTRE INC. OXBURY CENTRE INC.	1299 Oxford St E	(statcan) Alter - Restaurant Change of Use -Interior Alterations for Noodle Box Restaurant at unit 45	0	138,000
SIFTON LIMITED SIFTON PROPERTIES LIMITED	1325 Riverbend Rd	(statcan) Alter - Retail Store interior fit up of UNIT 190 TO CREATE Aisle 24 unattended market	0	150,000
	134 Wortley Rd	(statcan) Erect - Bake Shop Construct 2 storey building + basement. -Artisan Workshop on main floor and basement, and second floor apartment.	1	1,790,400
LONDON & MIDDLESEX COMMUNITY HOUSING LONDON & MIDDLESEX COMMUNITY HOUSING INC	136 Albert St	(statcan) Alter - Apartment - Condo Repair fire separation on walls and ceilings as well as repair interior and exterior wall components as required, as too return apartment to pre-fire condition.	0	104,932



City of London - Building Division
Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	140 Conway Dr	(statcan) Alter - Apartment Building repair balconies waterproof with new guards. ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,555
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	144 Conway Dr	(statcan) Alter - Apartment Building balcony repairs waterproofing and new guards ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,550
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	148 Conway Dr	(statcan) Alter - Apartment Building Balcony repairs waterproofing and new guards ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,550
SUMMIT PROPERTIES INC SUMMIT PROPERTIES INC	148 Fullarton St	(statcan) Alter - Offices Expansion of Suite 1400 at 148 Fullarton Street	0	200,000
	1503 Jim Allen Way	Install Inground Pool Fence - Pool Fence Permit - Inground		105,000
RICHMOND & FANSHAWE CENTRE INC RICHMOND & FANSHAWE CENTRE INC	1673 Richmond St	(statcan) Alter - Retail Plaza Erect exterior wall (inclusive of foundation) following a partial demolition - demolition under a separate permit 23-029042 . Total length of wall is 19.61 meters.	0	150,000
Cf/Realty Holdings Inc C/O Cadillac Fairview Corp	1680 Richmond St	(statcan) Alter - Restaurant ALTER FOOD COURT RESTAURANT - KOYA JAPAN	0	200,000
Cf/Realty Holdings Inc C/O Cadillac Fairview Corp	1680 Richmond St	(statcan) Alter - Retail Store ALTER FOOD COURT AND 1ST AND 2ND FLOOR WASHROOMS. TO GO FULL PROVIDE (1) sealed connection between the roll-up grill and the post and roll-up grill door shop drawings (2) P.Eng sealed sprinkler shop drawings and hydraulic calculations	0	900,000
PAM GARDENS NON PROFIT HOUSING INC. PAM GARDENS NON PROFIT HOUSING INC.	191 Commissioners Rd W	Install - Apartment Building INSTALL RETAINING WALL		250,000
Centurion Apartment Properties (205 Oxford) Inc.	205 Oxford St E	(statcan) Alter - Office Complex-Apartments/Office Conversion of existing commercial units to residential units on 2nd floor	2	250,000
VENIZELOS ANASTASIASDIS ONE PLANT MASONVILLE	209 John St	(statcan) Alter - Restaurant The steel staircase on on the north side of the building leading to the second floor And the freezer on the patio.	0	500,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	230 Base Line Rd W	(statcan) Alter - Private School - Secondary Interior alterations to an existing library	0	1,100,000



City of London - Building Division
Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2308 Richmond St	(statcan) Erect - Apartment Building Tower B-Erect a 8 Storey, 160 Unit Apartment Building with one level of underground parking	160	53,849,000
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2310 Richmond St	Install - Apartment Building Install Site Services		200,000
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2310 Richmond St	(statcan) Erect - Apartment Building Tower A - Erect a 8 Storey, 160 Unit Apartment Building with one level of underground parking	160	53,849,000
OXFORD WHARNCLIFFE CENTRE INC	265 Wharncliffe Rd N	(statcan) Alter - Restaurant <= 30 People new tenant fit-up for a restaurant within an existing 131 sq meter Group E building.	0	155,104
Dh Can Owner Corp	2825 Innovation Dr	Install - Plant for Manufacturing Install Exterior Water Storage Tank. Addition of new free standing exterior above grade water storage tank	0	500,000
DREWLO HOLDINGS INC	300 South Carriage Rd	(statcan) Erect - Street Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - 8 UNITS BLOCK 2, 33M-526, DPN 1094, 1098, 1102, 1106, 1110, 1114, 1118, 1122, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, UNCOVERED DECK, HRV & DWHR REQUIRED	8	3,581,920
TRICAR PROPERTIES LTD. TRICAR PROPERTIES LTD.	320 Thames St	(statcan) Add (Non-Residential) - Restaurant <= 30 People Tenant Fit-Up for a Take-out Ice Cream Shop. Second level mezzanine added	0	241,536
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals LHSC University Hospital Pool Room Renovation for Biomed, in BLL-202.	0	1,878,416
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals INTERIOR ALTERATIONS TO B1-004/B AND 006	0	600,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals ALTER SAN AND STORM PIPING - PARKING GARAGE	0	220,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Dental Offices ALTER FOR DENTAL OFFICE FIT UP - UNIT B26	0	395,000
Wm F Bradish & Sons Limited Bradish Thomas William	3517 Glanworth Dr	(statcan) Erect - Poultry Barn Erect Agricultural Chicken Broiler Barn		1,000,000
WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC.	425 Southdale Rd W	(statcan) Alter - Restaurant Interior fit up to existing restaurant space	0	2,200,000



City of London - Building Division
Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Rk Real Estate Inc	43 Carey Cres	(statcan) Add (Residential) - Triplex ADD ONE STOREY ADDITION AT BACK OF HOUSE TO CREATE A 2 BEDROOM ADDITIONAL DWELLING UNIT.	1	326,250
Warner Place Senior Residence	430 William St	(statcan) Alter - Apartment Building SHELL ONLY Provide Integrated Testing Coordinator Form to go to Full. This permit application is for upgrading lighting, power and fire alarm system in the existing rental apartment building at 430 William St and adjacent church at 442 William St.	0	400,000
EMERALD CORPORATION	44 Springbank Dr	(statcan) Add (Residential) - Duplex ADD A SECOND STOREY ADDITION TO CREATE AN ADDITIONAL DWELLING UNIT.	1	206,190
848180 Ontario Limited C/O Jim Holody	440 Boler Rd	(statcan) Alter - Dental Offices Construction new dental office in existing tenant space.	0	484,000
GREEN LANE ENVIRONMENTAL GROUP GP INC.	4675 Wellington Rd S	(statcan) Alter - Waste Paper Process Plant ID - Alteration to the existing roof.	0	200,000
1000099367 Ontario Inc	475 Wharncliffe Rd S	(statcan) Alter - Office Complex (Retail/Office) Renovation of an existing commercial building into a multi-tenant office/retail plaza.	0	15,000,000
Bota Homes Inc	53 Giles St	(statcan) Erect - Duplex ERECT NEW DUPLEX. ONE CAR GARAGE, 4 BEDROOM, REAR DECK, NO A/C, SB-12 A1, LOT 75 REGISTERED PLAN NO. 527, HRV & DWHR REQUIRED. SOILS REPORT REQUIRED.	2	446,238
ST JOSEPH'S HEALTH CARE LONDON ST JOSEPH'S HEALTH CARE LONDON	550 Wellington Rd	(statcan) Alter - Hospitals INSTALLATION OF THE FLOAT SYSTEM	0	253,877
Daldongnae Holdings Inc	737 Richmond St	(statcan) Alter - Restaurant Interior alteration including HVAC and Plumbing Change of use from retail store to restaurant Kitchen exhaust system	0	300,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	746 Base Line Rd E	(statcan) Alter - Medical Offices Installation of new domestic hot water heaters, associated venting requirements, and removal of existing heaters		200,000
CAPREIT APARTMENTS INC CAPREIT APARTMENTS INC	767 Second St	(statcan) Add (carport/garage) - Garage for Apartment Building Parking garage repairs. REVISED SCOPE OF WORK - no changing/adding any additional catch basins or drains.		399,500
MCC 247 Middlesex Condominium Corporation No. 247	77 Base Line Rd W	(statcan) Alter - Apartment Building ALTER - FOR STRUCTURAL REPAIR OF BALCONIES	0	132,100



City of London - Building Division
Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
LEGACY HOSPITALITY EXETER INC	864 Exeter Rd	(statcan) Alter - Hotel INTERIOR RENOVATION FOR GROUND FLOOR. RENOVATION FOR THE MECHANICAL, ELECTRICAL AND PLUMBING SYSTEM FOR ENTIRE BUILDING. ***SHELL PERMIT*** Provide sprinkler shop drawing, Integrated testing plan and name of coordinator & commercial cooking hood suppression shop drawing.	0	2,000,000

Total Permits 48 Units 335 Value 147,734,918

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



City of London - Building Division

Principal Permits Issued from January 1, 2024 to January 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
LEGACY HOSPITALITY EXETER INC	864 Exeter Rd	(statcan) Alter - Hotel INTERIOR RENOVATION FOR GROUND FLOOR. RENOVATION FOR THE MECHANICAL, ELECTRICAL AND PLUMBING SYSTEM FOR ENTIRE BUILDING. ***SHELL PERMIT*** Provide sprinkler shop drawing, Integrated testing plan and name of coordinator & commercial cooking hood suppression shop drawing.	0	2,000,000

Total Permits 48 Units 335 Value 147,734,918

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

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: Amendment to the Industrial Lands Community
Improvement Plan
File Number: O-9647
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Economic Services and Supports, the following actions be taken with respect to amending the Industrial Lands Community Improvement Plan:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 2, 2024, to **AMEND** By-law C.P.-1494-217, as amended, being A By-law to adopt the Community Improvement Plan for Industrial Land uses, by:
- i) **DELETING** Schedule "2" and **REPLACING** it with the attached Schedule "2" a revised Industrial Lands Community Improvement Plan;
 - ii) **DELETING** Schedule "3" and **REPLACING** it with the attached Schedule "3" the revised Industrial Lands Development Charges Grant - Incentive Program Guidelines; and,
 - iii) **DELETING** Schedule "4" (Industrial Corridor Enhancement Grant - Incentive Program Guidelines) from By-law C.P.-1494-217.

Executive Summary

Summary of Request

The report recommends amending the Industrial Lands Community Improvement Plan (CIP). The amendment to the CIP will implement Municipal Council direction following the 2023 5-Year Community Improvement Plans and Financial Incentives Review.

The Industrial Lands CIP, adopted in 2014 by Council, will be replaced with a new CIP document. Civic Administration has made changes to the CIP document that will:

- Remove references to the 1989 Official Plan and Provincial Policy Statement and replace them with references to The London Plan and the 2020 Provincial Policy Statement;
- Remove references to 'businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses' and 'enhanced transportation and logistics';
- Delete the Industrial Corridor Enhancement Grant Program;
- Remove outdated references to the Industrial Lands Development Strategy, Municipal Council's Strategic Plan, and Community Improvement Plans and replace them with references to the updated versions;
- Remove outdated CIP goals and replace them with updated CIP goals and objectives that are more relevant to circumstances and conditions current in 2024; and,
- Include performance measures, indicators of success, baseline conditions, and targets to align with current City policies and Municipal Council Strategic Directions.

Purpose and the Effect of Recommended Action

The purpose of the recommended action is to amend the Industrial Lands Community Improvement Plan. The amendment to the CIP will implement Municipal Council direction following the 5-Year Community Improvement Plans and Financial Incentives Review.

Civic Administration will also update references to City of London reports and documents in the CIP. This action will result in an Industrial Lands CIP that aligns with the latest policies outlined in relevant City of London documents, such as the City’s Strategic Plan 2023-2027, the Industrial Lands Development Strategy, and other CIPs.

The recommended action will also remove outdated CIP goals and replace them with updated CIP goals and objectives. This action will result in an Industrial Lands CIP that aligns with current City policies and Municipal Council Strategic Directions.

Linkage to the Corporate Strategic Plan

The Industrial Lands Community Improvement Plan supports the Strategic Plan and contributes to the following Strategic Areas of Focus:

- Economic Growth, Culture, and Prosperity – London encourages equitable economic growth and diversification by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Planning and Environment Committee – June 3, 2014 – Industrial Lands Community Improvement Plan and Official Plan Amendment

Planning and Environment Committee – April 27, 2017 – Service Review of Community Improvement Plan Incentives

Planning and Environment Committee – May 23, 2023 – 5-Year Review – Community Improvement Plans and Financial Incentive Programs Background Analysis

Planning and Environment Committee – May 23, 2023 – 5-Year Review – Community Improvement Plans and Financial Incentive Programs

Planning and Environment Committee – June 12, 2023 – 5-Year Review – Community Improvement Plans and Financial Incentive Programs

1.2 Community Improvement Plans

A Community Improvement Plan (CIP) is a tool defined by Section 28 of the Planning Act that is intended to replan, redesign, redevelop, and rehabilitate a designated area in need due to age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings, or for any other environmental, social, or community economic development reasons.

A CIP can help:

- Focus public attention on local priorities and municipal initiatives.
- Target areas in transition or in need of repair, rehabilitation, and redevelopment.
- Facilitate and encourage community change in a coordinated manner.
- Stimulate private sector investment through municipal incentive-based programs.

Financial incentive programs in Community Improvement Plans are often used as tools to encourage and support community and economic redevelopment. The financial incentives are to encourage private sector investment in specific areas that support the City's policy goals and objectives. For example, encouraging targeted industrial uses to locate in London.

1.3 Industrial Lands Community Improvement Plan

The purpose of the Industrial Lands CIP is to promote economic rehabilitation and revitalization across London. This will be accomplished by improving the attractiveness and effective use of industrial land and promoting the development of industrial land in the city. The CIP identifies the rationale and a comprehensive framework for the introduction and implementation of financial incentive programs and municipal leadership actions designed to attract investment and employment to industrial lands in London.

1.4 5-Year Community Improvement Plans and Financial Incentive Programs Report

On May 23, 2023, Civic Administration submitted draft recommendations for the 5-Year Community Improvement Plans and Financial Incentive Programs Report to the Planning and Environment Committee (PEC). The final recommendations were then submitted to PEC on June 12, 2023, and later approved by Municipal Council on June 27, 2023.

The purpose of the 5-Year Community Improvement Plans and Financial Incentive programs review report was to undertake a comprehensive review of all the City's CIPs and update Municipal Council on the analysis and consultation process undertaken during that project. The report contained recommendations for proposed changes to several of the CIPs, to the scope and terms of existing financial incentive programs, and consideration of new programs and approaches to address community improvement issues.

2.0 Community Engagement

Three responses were received from agencies through the Notice of Application public circulation process for the Industrial Lands CIP amendment application. These responses included letters stating no objections to the proposed amendment. Further information of the community engagement is found in Appendix "B" of this report.

3.0 Recommended Changes

The Industrial Lands CIP will be amended by deleting and replacing it with a new CIP document. Civic Administration proposes changes to the CIP document, these changes will:

- Remove references to the 1989 Official Plan and the former Provincial Policy Statement;
- Remove references to 'businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses' and 'enhanced transportation and logistics';
- Remove the Industrial Corridor Enhancement Grant Program;
- Remove outdated references to the Industrial Lands Development Strategy, Municipal Council's Strategic Plan, and Community Improvement Plans and replace them with updated references to the Industrial Lands Development Strategy, Municipal Council's Strategic Plan, and Community Improvement Plans;
- Remove outdated CIP goals and replace them with updated CIP goals and objectives that are more relevant to circumstances and conditions current in 2024;
- Include performance measures, indicators of success, baseline conditions, and targets to align with current City policies and Municipal Council Strategic Directions.

These changes implement recommendations from the 5-Year Community Improvement Plans and Financial Incentives Review. The revised changes are attached in Appendix “C” to this report.

3.1 Removal of 1989 Official Plan and Former PPS References

The Industrial Lands CIP includes references to the 1989 Official Plan and the former Provincial Policy Statement (PPS). These references have been replaced with The London Plan and the 2020 PPS.

Section 3.4 of the Industrial Lands CIP, entitled 'Official Plan,' was reviewed and aligned with The London Plan. The London Plan received Municipal Council's approval in 2016 and has since served as the Official Plan for the City of London. The Industrial Lands CIP was adopted by Municipal Council prior to the implementation of The London Plan, and therefore was revised to reflect the current policy framework outlined in The London Plan.

Since the adoption of the Industrial Lands CIP in 2014, the PPS underwent a significant revision in 2020. All references to the 2014 PPS within the Industrial Lands CIP have been removed and replaced with references to the 2020 PPS, ensuring the document is in full compliance with the most current provincial policies.

3.2 Removal of References to Computer Software or Hardware and Enhanced Transportation and Logistics

The Industrial Lands CIP defines what an “Industrial Building” can be used for. This definition includes a reference to “businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses”. This reference has been removed from the “Industrial Building” definition in Appendix “A” and Schedule 3 – Industrial Lands Development Charges Grant - Incentive Program Guidelines of the Industrial Lands CIP.

The Industrial Lands CIP defines “Targeted Industrial Sectors” and lists the economic sectors that are included in the definition. This definition includes a reference to “enhanced transportation and logistics”. This reference has been removed from the “Targeted Industrial Sectors” definition in Appendix A of the industrial Lands CIP. “Enhanced transportation and logistics” are not defined as a targeted industrial use in Schedule 3 – Industrial Lands Development Charges Grant - Incentive Program Guidelines of the CIP. Following this amendment, the definition for a targeted industrial use will be consistent between the CIP and its Schedule 3 – Industrial Lands Development Charges Grant - Incentive Program Guidelines.

3.3 Removal of the Industrial Corridor Enhancement Program

All references and program guidelines for the Industrial Corridor Enhancement Program have been deleted from the Industrial Lands CIP. This program is mentioned in Section 6.0, 8.0, and Schedule 4 of the CIP.

Schedule 4 is the program guidelines for the Industrial Corridor Enhancement Grant. This schedule has been deleted in its entirety.

3.4 Removal of Outdated References to Documents

The Industrial Lands CIP makes references to other relevant City of London documents. Through the detailed review of the Industrial Lands CIP, Civic Administration found in Section 3.0 of the Industrial Lands CIP outdated references to the Industrial Land Development Strategy (ILDS) and Municipal Council’s Strategic Plan. These documents were updated following the adoption of the Industrial Lands CIP. Outdated references to the ILDS and Municipal Council Strategic Plan were removed and replaced with references to the updated ILDS and Municipal Council Strategic Plan.

Section 3.0 of the Industrial Lands CIP also references other City of London CIPs. In 2014 when the Industrial Lands CIP was approved by Municipal Council the City had six CIPs. The City now has a total of twelve CIPs and all have been referenced in Section 3.0 to reflect the current policy framework.

3.5 Removal of Outdated CIP Goals and Addition of Objectives

The Industrial Lands CIP includes primary and secondary CIP goals in Section 4.0 of the document adopted by Municipal Council in 2014. As written, they do not adequately reference relevant economic, environmental, and social conditions that have significantly changed since the adoption of the Industrial Lands CIP.

Outdated Industrial Lands CIP goals are proposed to be removed and replaced with updated CIP goals that reflect the goals of the City’s new ILDS and The London Plan. The proposed updated CIP goals were generated by consolidating existing primary and secondary goals into five main goals. Each CIP goal is aligned with their corresponding objectives that will measure the accomplishment of the goal. This action will provide a clearer link between the CIP and current City policies and Municipal Council Strategic Directions.

3.6 Addition of Performance Measures, Indicators of Success, Baseline Conditions, and Targets

The purpose of adding performance measures, indicators of success, baseline conditions, and targets to the Industrial Lands CIP is to inform Municipal Council of how the CIP has achieved its intent and whether changes to its Financial Incentive Programs are advisable. These additions will be found in Section 7.0 of the Industrial Lands CIP.

This action brings the Industrial CIP in line with the Downtown, Old East Village, SoHo, Hamilton Road, and Lambeth Area CIPs that were amended in 2020 and 2021 to add performance measures, indicators of success, and targets for the Financial Incentive Programs.

Conclusion

The recommended amendments to the Industrial Lands Community Improvement Plan will result in a Community Improvement Plan that reflects current policies and practices and fulfills Municipal Council’s direction following the 5-Year Community Improvement Plans and Financial Incentives Review.

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Appendix “A” – Amendment to the Industrial Lands Community Improvement Plan

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. C.P.-

A By-Law to amend C.P.-1494-217, as amended, being “A by-law to adopt the Community Improvement Plan for Industrial land uses”.

WHEREAS by Subsection 28(2) of the *Planning Act*, 1990, the Council of a municipal corporation may, by by-law, designate such an area as a community improvement project area;

AND WHEREAS subsection 28(4) of the *Planning Act*, 1990, the Council of a municipal corporation may adopt a community improvement plan for the community improvement project area;

AND WHEREAS The Council of the Corporate of the City of London has, by By-law No. C.P.-1493-216 designated a community improvement project area identified as the Community Improvement Project Area for Industrial land uses;

AND WHEREAS Municipal Council adopted By-law C.P.-1494-217 to adopt the Community Improvement Plan for Industrial Land uses;

AND WHEREAS The Community Improvement Project Area for Industrial land uses is in conformity with the Official Plan;

AND WHEREAS the Official Plan for the City of London contains provisions relating to community improvement within the City of London;

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

1. By-law C.P.-1494-217, as amended, being “A by-law to adopt the Community Improvement Plan for Industrial land uses,” is amended by deleting Schedule “2” and replacing it with Schedule “2” the new Industrial Lands Community Improvement Plan attached to this by-law, which is hereby adopted;
2. By-law C.P.-1494-217, as amended, being “A by-law to adopt the Community Improvement Plan for Industrial land uses,” is amended by deleting Schedule “3” and replacing it with Schedule “3” the revised Industrial Lands Development Charges Grant - Incentive Program Guidelines attached to this bylaw, which is hereby adopted;
3. By-law C.P.-1494-217, as amended, being A by-law to adopt the Community Improvement Plan for Industrial land uses, is amended by deleting Schedule “4”; and,
4. This by-law comes into force and effect on April 2, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

PASSED in Open Council on April 2, 2024 subject to the provisions of PART VI.1 of the Municipal Act, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

Industrial Lands Community Improvement Plan

*Amended by City of London Planning and Economic Development
April 2024*



Acknowledgments

Our sincere thanks to City administration and RCI Consulting for their contributions to the preparation of this Industrial Lands Community Improvement Plan.

The Industrial Lands Community Improvement Plan was adopted by Municipal Council in 2014 and amended in 2024.



Industrial Lands Community Improvement Plan

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1.0 INTRODUCTION



1.1 Background and Purpose

Approximately 30% of all employment (over 35,000 employees) in London takes place on lands that are designated for industrial use. Industry plays a major role in driving London's economy and industrial land uses are a key contributor to the future of economic development, workforce retention, economic sustainability and prosperity in London. Therefore, it is not surprising that the City of London Industrial Land Development Strategy (ILDS) identifies and recommends a community improvement plan (CIP) for Industrial Lands as a very important tool to further industrial development in the city and help achieve the economic development goals of the ILDS and the Path to Prosperity Plan.

The City of London retained RCI Consulting to prepare this Industrial Lands Community Improvement Plan (CIP). The primary purpose of this CIP is to promote economic rehabilitation and revitalization across London. This will be accomplished by improving the attractiveness and effective use of industrial land and promoting the development of industrial land in the city. The CIP identifies the rationale and a comprehensive framework for the introduction and implementation of financial incentive programs and municipal leadership actions designed to attract investment and employment to the industrial lands in London.

1.2 Methodology and Consultation

A number of tasks were completed in order to provide a comprehensive foundation for the preparation of the CIP. These tasks included:

- a) A project meeting with City Staff in several departments to identify key issues to be addressed by the CIP;
- b) A review of relevant legislation, and relevant provincial policy and City planning and policy documents;
- c) A review of best practices utilized by several other Ontario municipalities that have adopted and implemented CIPs that promote the development of previously developed and previously undeveloped industrial land;
- d) The identification and examination of the key community improvement needs for industrial land in London;
- e) A key stakeholder consultation meeting; and,
- f) A public open house.

Based on tasks (a) to (d) above, a Draft CIP was prepared. Goals were specified for the CIP, along with delineation of a recommended Community Improvement Project Area. Draft incentive programs and draft municipal leadership actions were developed and included in the CIP to address community improvement needs for industrial land development in London and achieve

the goals of the CIP. The Draft CIP was forwarded to City Council on March 25, 2014 and Council authorized the Draft CIP to be released for purposes of consultation.

The Draft CIP was presented to the Development Charges External Stakeholder Committee on April 3, 2014 and the Committee provided comments on the Draft Plan. A Public Open House was advertised and held on April 10, 2014. Approximately a dozen people attended the open house. Comments during the open house centered on the use and type of performance criteria for the incentive programs. Two written submissions were also received by the City. Comments received during this consultation exercise were reviewed and utilized along with additional consultation with City staff to finalize the CIP contained herein.

The City conducted a 5-Year Community Improvement Plans and Financial Incentives Review in 2023. This review prompted an amendment to the Industrial Lands CIP that implemented Municipal Council direction and resulted in a new Industrial Lands CIP that replaced the 2014 Industrial Lands CIP.

1.3 CIP Content

This CIP is divided into the following sections:

- Section 2.0 provided a review of the legislative framework for the CIP
- Section 3.0 provides a review of the policy framework for the CIP
- Section 4.0 presents the goals of the CIP
- Section 5.0 describes the Community Improvement Project Area for the CIP
- Section 6.0 contains the municipal financial incentive programs designed to help achieve the goals of the CIP
- Section 7.0 outlines the measures and indicators of success of the programs contained in the CIP
- Section 8.0 outlines the municipal leadership actions designed to complement the incentive programs and help to achieve the goals of the CIP
- Section 9.0 contains a monitoring program designed to assist in monitoring progress on implementation of the CIP and the economic and other impact of the programs contained in the CIP
- Section 10.0 provides a brief conclusion to the CIP

Appendix A contains a glossary of key terms and abbreviations used in this CIP.

ASPIRE

2.0 LEGISLATIVE FRAMEWORK



2.1 Municipal Act, 2001

Section 106(1) and (2) of the *Municipal Act, 2001* prohibits municipalities from directly or indirectly assisting any manufacturing business or other industrial or commercial enterprise through the granting of bonuses. Prohibited actions include:

- Giving or lending any property of the municipality, including money;
- Guaranteeing borrowing;
- Leasing or selling any municipal property at below fair market value; and,
- Giving a total or partial exemption from any levy, charge or fee.

This prohibition is generally known as the “bonusing rule”. Section 106(3) of the *Municipal Act, 2001* provided an exception to this bonusing rule for municipalities exercising powers under subsection 28(6), (7) or (7.2) of the *Planning Act* or under Section 365.1 of the *Municipal Act, 2001*. It is the exception under Section 28 of the *Planning Act* that allows municipalities with enabling provisions in their official plans to prepare and adopt community improvement plans (CIPs). CIPs provide municipalities with a comprehensive framework for the planning and provision of economic development incentives in areas requiring community improvement.

Section 365.1 of the *Municipal Act, 2001* operates within the framework of Section 28 of the *Planning Act*. A municipality with an approved community improvement plan in place that contains provisions specifying tax assistance for environmental remediation costs will be permitted to provide said tax assistance for municipal property taxes. Municipalities may also apply to the Province to provide matching education property tax assistance through the Province’s Brownfields Financial Tax Incentive Program (BFTIP).

Section 107 of the *Municipal Act, 2001* describes the powers of a municipality to make a grant, including the power to make a grant by way of a loan or guaranteeing a loan, subject to Section 106 of the *Municipal Act, 2001*. In addition to the power to make a grant or loan, these powers also include the power to:

- Sell or lease land for nominal consideration or to make a grant of land;
- Provide for the use by any person of land owned or occupied by the municipality upon such terms as may be fixed by council;
- Sell, lease or otherwise dispose of at a nominal price, or make a grant of, any personal property of the municipality or to provide for the use of the personal property on such terms as may be fixed by council.

2.2 Planning Act

Section 28 of the *Planning Act* allows the council of a local municipality and prescribed upper-tier municipalities with provisions in their official plans relating to community improvement to designate by by-law the whole or any part of the area covered by such an official plan as a “community improvement project area” (Section 28(2)) and prepare and adopt a community improvement plan (CIP) for that area (Section 28(4)). Once the CIP has been adopted by the municipality and comes into effect, the municipality may exercise authority under Section 28(6), (7) or (7.2) of the *Planning Act* or Section 365.1 of the *Municipal Act, 2001* in order that the exception provided for in Section 106(3) of the *Municipal Act, 2001* will apply.

Once a CIP has come into effect, the municipality may:

- i) Acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 23(3) of the *Planning Act*);
- ii) Construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6));
- iii) Sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the community improvement plan (Section 28(6));
- iv) Make grants or loans, in conformity with the community improvement plan, to registered owners, assessed owners and tenants of land and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the eligible costs of the community improvement plan (Section 28(7)).

Section 28(1) of the *Planning Act* defines a “community improvement project area” as “a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.” This definition allows municipalities to address community improvement issues that are more pervasive across entire municipalities, such as the promotion of brownfield redevelopment, industrial development or community economic revitalization and/or development. It is also important to note that there are a variety of reasons that an area can be designated as an area in need of community improvement. The criteria for designation covers not only physical deterioration, but also faulty arrangement, unsuitability of buildings, and any other environmental, social or community economic development reasons.

Section 28(1) of the *Planning Act* defines “community improvement” as “the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable, or other uses, buildings, structures, works, improvements or facilities, or spaces therefore, as may be appropriate or

necessary”. This represents a wide range of municipal actions that a municipality can take.

Section 28(7.1) of the *Planning Act* provides specific guidance on the eligible costs of a CIP in relation to the municipal provision of grants and loans for the purpose of carrying out a CIP that has come into effect. Section 28(7.1) of the *Planning Act* specifies that these eligible costs may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Community improvement as contemplated for the London Industrial Lands CIP would include many of the activities contained in Section 28 of the *Planning Act* definition of community improvement, including planning, replanning, design, redesign, development, redevelopment, construction, reconstruction, rehabilitation and the improvement of energy efficiency. The CIP will also include recommendations for municipal actions that help create a more attractive investment climate for industrial land development in London. Therefore, based on the definitions of “community improvement”, “community improvement project area”, and “community improvement plan” in Section 28(1) of the *Planning Act*, the *Planning Act* permits and supports a CIP that provides grants and/or loans to promote the development and redevelopment of designated industrial lands within the Urban Growth Boundary of the City of London.

In terms of limits on the total grants and loans that can be provided under this CIP, Section 28(7.3) of the *Planning Act* specifies that the total of all grants and loans made in respect of particular lands and buildings under Section 28(7) and (7.2) of the *Planning Act* and tax assistance provided under Section 365.1 of the *Municipal Act, 2001* in respect of the land and buildings shall not exceed the eligible cost of the community improvement plan with respect to those lands and buildings.

Section 28(1) of the *Planning Act* allows a municipality to register an agreement concerning a grant or loan made under subsection 28(7) or an agreement entered into under subsection 28(10) against the land to which it applies, and the municipality shall be entitled to enforce the provisions thereof against any party to the agreement and, subject to the provisions of the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners or tenants of the land.

Finally, Section 69 of the *Planning Act* allow municipalities to reduce or waive the amount of a fee in respect of a planning application where it feels payment is unreasonable. Municipalities can use this tool to waive all matter of planning application fees to promote community improvement without inclusion in a CIP. Alternatively, a municipality can collect fees and then provide a grant equal to part or all of the fees in the form of a grant, but this must be done within a CIP.

2.3 Development Charges Act

Section 5 of the Development Charges Act allows a municipality to exempt a type(s) of development from a development charge, but any resulting shortfall cannot be made up through higher development charges for other types of development. This allows upper and lower tier

municipalities to offer partial or total exemption from municipal development charge (also known as a reduction of development charges) in order to promote community improvement. Because this financial incentive is normally offered before construction, i.e., at the time of building permit issuance, it is very attractive to developers and is very powerful community improvement tool. This approach to providing a development charge incentive normally entails an amendment to a municipal development charges by-law.

Municipalities can also collect development charges as normal at the time of building permit issuance and then provide a grant equal to part or all of the development charges collected. This grant can be provided either at the time of building permit issuance, or once the project is complete. The provision of part or all of a development charge grant after project completion is the approach usually utilized by municipalities when the amount of development charge reduction (grant) is tied to some performance measure for the project, e.g., investment, job creation or the level or sustainability initiatives.

Under its current Development Charge (DC) By-law C.P. 1473-212, the City of London provides and exemption to new industrial buildings. The Development Charges By-law is being reviewed. An August 2013 staff report regarding a Strategic Change in Development of DC Exemptions and Incentive Policies notes that the DC By-law had been used as a tool to provide businesses with a financial incentive through the non-payment of development charges without violating the *Municipal Act* restrictions against bonusing. This includes promoting industrial development through the use of a DC exemption on new industrial buildings in the DC By-law. However, this DC exemption is not an ideal tool for this purpose as it generally is not supported by a strategy that defines program goals, parameters and measures to evaluate the effectiveness of the program.

As such, the report notes that a comprehensive strategy to promote industrial development is available through the use of a CIP under the Planning Act. Based on this report, Council directed Administration to prepare a CIP for industrial development. The staff report notes that this new approach to promoting industrial development offers numerous benefits over using an exemption for industrial development under the DC By-law. These benefits include:

- A coordinated strategy for economic development;
- Additional flexibility for program management;
- Enhanced monitoring and improved transparency; and,
- Improved program evaluation and greater accountability.



3.0 POLICY FRAMEWORK



3.1 Provincial Policy Statement, 2020

The *Provincial Policy Statement (PPS)* is issued under Section 3 of the *Planning Act* and provides direction on matters of provincial significance related to land use planning and development. The *Planning Act* requires that, “decisions affecting planning matters shall be consistent with policy statements issued under the Act”. The vision for land use planning in Ontario in the *PPS* states that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong competitive economy”.

Several policies in the *PPS* relate to and support the preparation of a CIP for industrial lands in London. For example, Policy 1.2.6.1 relates to land use compatibility and states that major facilities and sensitive land uses should be planned and developed to avoid, minimize, and mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

Several policies in the *PPS* support economic development, diversification and planning for employment areas. For example, Policy 1.3.1 of the *PPS* states that planning authorities shall promote economic development and competitiveness by:

- Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; and,
- Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

Policy 1.3.2 notes that planning authorities:

- Shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs;
- Shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;
- May plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.

Policy 1.7.1 of the *PPS* specifies that long-term economic prosperity should be supported by a number of activities, including:

- Promoting opportunities for economic development and community investment-readiness;
- Optimization of the long-term availability and use of land, resources, infrastructure, and public service facilities;

- Promoting the redevelopment of brownfield sites;
- Providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people; and,
- Promoting energy conservation and providing opportunities for increased energy supply.

3.2 Municipal Council Strategic Plan

Municipal Council's Strategic Plan 2023-2027 defines a vision for London as a sustainable city. One of the Strategic Plan's Strategic Areas of Focus is that the City will commit to sustainable growth and continued action to address the challenges of environmental sustainability. The Industrial Lands CIP contributes to keeping London a sustainable city through the secondary goal of promoting sustainable and energy efficient planning, site and building design.

One of the outcomes of Municipal Council's Strategic Plan is a London that encourages equitable economic growth and diversification. This can be achieved by increasing economic activity from the core and the greater community. This CIP can help to achieve these economic goals. This CIP contains programs to help stimulate private sector industrial land development and public sector actions designed to ensure an adequate and appropriate future supply of industrial land in London.

The Strategic Plan notes this it will achieve economic growth, culture, and prosperity by attracting talent and becoming a regional hub for economic activity. This CIP reinforces this through the primary goals of increasing employment on industrial land in London by creating new employment opportunities and retaining existing employment.

3.3 Path to Prosperity Report

In December of 2012, Council endorsed the recommendations in the Path to Prosperity Report. This report was prepared as part of the Investment and Economic Prosperity Committee's (IPEC) Plan to develop a strategy to accelerate the growth of a strong and vibrant economy and foster private sector investment in the city. The report discusses the ILDS and analyzes 49 proposals/ ideas that were brought forward to the IPEC in June of 2012 in an effort to present business ideas that would stimulate the economy and would help to grow prosperity in the City.

The report focuses on recommendations that promote business retention, growth and expansion. One of the key recommendations in the report is the development of strategically located and serviced employment lands that the London Economic Development Corporation (LEDC) can market. The report notes that London lacks "shovel-ready" lands necessary to attract business facilities that would stimulate economic growth and employment opportunities. The report recommends that the City set aside \$40 million to acquire and service strategically located industrial land over the next 10 years.

3.4 The London Plan

The London Plan is London's Official Plan. It provides the policy framework for the municipality by identifying how, where, and when the municipality will develop over time. *The London Plan* was adopted by Municipal Council in 2016. *The London Plan* contains numerous policies that support and guide preparation of a CIP to promote industrial land development. These relevant policies are discussed below.

Vision Statement

The vision of *The London Plan* is 'London 2035: Exciting, Exceptional, Connected', and will be achieved by following the Key Directions which give focus and a clear path to the London envisioned by 2035.

Direction #1 of *The London Plan* is to plan strategically for a prosperous city. This direction will be executed through the planning strategy that will identify and strategically support existing and emerging industrial sectors. This CIP incorporates the direction through its goals.

Direction #1 of *The London Plan* also identifies the protection of valuable agricultural lands and to build upon London's role as an agri-food industrial hub. This CIP upholds this statement through identified targeted industrial sectors.

Our City Policies

The Our City Policies of *The London Plan* are intended to support a compact form of development over the next 20 years that can help us achieve our vision. These policies establish a strategy for growth management. Our City Policies 136_ and 137_ regarding industrial lands specify that industrial development will be encouraged to locate in planned industrial areas. *The London Plan* includes adequate land within the Urban Growth Boundary to ensure there is ample supply of strategically-size and located sites for attracting industrial businesses of various kinds. Policy 138_ indicates that the City may establish an industrial land development strategy to purchase, develop, and make available industrial lands to attract economic opportunities to London.

Policy 85_ of *The London Plan* encourages non-residential forms of development that represent a greater intensity of use within mixed-use, commercial, industrial, and institutional areas. Policy 102_ commits to providing transit services to those industrial areas where high concentrations of workers are employed. These policies support the Industrial Lands CIP's purpose and goals.

Future Industrial Growth Place Type

Future growth Place Types establish City Council's intent for future urban development on the lands to which they are applied. Future Industrial Growth Place Type Policy 1156_ notes that the Future Industrial Growth Place Type will be applied where there is an expectation that Industrial Place Types will be assigned to the area in the future, pending further study. In most cases, a secondary plan will be completed to establish where the Heavy Industrial, Light Industrial and Commercial Industrial Place Types will be applied and to plan comprehensively for development of the area. Policy 1157_ of *The London Plan* states that the Future Industrial Growth Place Type

will be strategically located to provide development opportunities consistent with the City's Industrial Land Development Strategy.

Growth Servicing and Financing

Planning strategically to manage growth is a vital policy in *The London Plan's* approach to accomplishing its Vision and Key Directions. Policy 166_ of *The London Plan* notes that infrastructure will be planned and directed to service the development patterns and levels of intensity expected based on the City Structure Plan, place type allocations, and the policies of *The London Plan*. Policy 177_ states that growth-related capital costs will be recovered from revenues generated from new development.

Environmental Strategies

Policy 58_7 of *The London Plan* states that the City will practice and promote sustainable forms of development. The plan also states in Policy 475_1I, that all public and private development shall require stormwater servicing and shall be designed to promote innovation by encouraging green infrastructure, stormwater attenuation, re-use, and low-impact development.

Industrial Place Types

The Urban Place Types - Industrial chapter of *The London Plan* contains Industrial Place Type policies. *The London Plan* established three separate Industrial Place Types: Heavy Industrial, Light Industrial, and Commercial Industrial. These categories differ based on the range of permitted uses, the potential impacts such uses, or processes would have on adjacent areas, and the scale and intensity of development allowed. The intent of *The London Plan* is to group industrial uses to maximize their compatibility and minimize any negative impacts on nearby residential or other sensitive land uses.

The London Plan will realize the vision for the Industrial Place Types by implementing the following planning practices:

- Separate heavy and light industrial uses to avoid land use conflicts;
- Plan for industrial lands in strategically attractive locations;
- Promote a broad industrial land base in the City of London through the provision of a wide choice of locations, lot sizes, services, and street and rail access to accommodate a wide range of target industrial sectors and industrial uses;
- Extend services to maximize opportunities while growing in an efficient and cost-effective way;
- Implement a long-term industrial land development strategy;
- Develop industrial parks that have strong amenities for employees and attractive settings for industrial investment;
- Capitalize upon our proximity to the 401 and 402 highway corridors;
- Beautify the Veterans Memorial Parkway, creating a strong linkage of industrial opportunity

between the airport and Highway 401

- Create strong north-south connections on the eastern and western extremities of the city;
- Protect and enhance London's freight rail services;
- Ensure that we do not undermine our critical Downtown office market by allowing for large amounts of non-accessory office development outside of the core;
- Coordinate with other municipalities within our Southern Ontario region to develop mutually beneficial infrastructure;
- Keep most commercial uses out of our Heavy and Light Industrial Place Types;
- Direct commercial uses that do not fit well within our commercial and mixed-use place types to identified Commercial Industrial areas;
- Prepare a community improvement plan where one is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason; and,
- City Council may prepare secondary plans or guidelines that allow for the development of industrial areas in a coordinated fashion.

The Industrial Lands CIP includes incentive programs and municipal leadership actions that support *The London Plan* objectives for the Industrial Lands Place Types.

Green Industrial Development

The Green Industrial Development section of the Place Type Policies chapter of *The London Plan* contains policies related to green development practices that will be incorporated into the development of new industrial parks and the redevelopment of existing industrial parks. These green development policies are to be used as a guideline in the review of development proposals. A number of green development practices that will be considered in the design of industrial parks include:

- Rainwater harvesting and greywater usage for irrigation and other purposes;
- Recycled building materials
- Secure bicycle lock-up facilities, showers and lockers;
- Pervious paving treatments, where appropriate;
- Re-use of waste heat within the same building that produces this heat, or in surrounding buildings; and,
- White roofs and green roofs.

Furthermore, Policy 1125_1 of *The London Plan* notes that City Council may prepare urban design guidelines to establish design goals and direction for new industrial development.

Community Improvement Plans Policies

The Community Improvement Plans section under the Our Tools chapter of *The London Plan* contains comprehensive CIP policies. Policy 1727_ states that community improvement is intended to:

- Stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity;
- Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses; and,
- Facilitate and promote community economic development.

All of these criteria apply to industrial development in various parts of the city.

Policy 1728_ notes that to identify an area for community improvement, City Council shall consider the following criteria:

- Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment, expansion or development to better utilize the land base;
- A demonstrated interest in community improvement by the private firms within an area;
- Known or suspected areas of environmental contamination; and,
- Other significant environmental, social or community economic development reasons for community improvement.

These considerations are applicable to the purpose and goals of the Industrial Lands CIP.

Policy 1726_ describes community improvement plans as being intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve the physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and target private and/or public investment to achieve the vision, key directions and policies in *The London Plan*.

3.5 Industrial Land Development Strategy (ILDS)

The Industrial Land Development Strategy (ILDS) has been a successful strategy for the City of London to guide industrial land development. It has also led to an increase in attracting supplier companies and other investments that generate spin-off benefits for those living and working in London.

The City of London's first ILDS was prepared in 2001 which guided the City in its planning, acquisition, servicing, and marketing of industrial land. The successes of industrial land

development following the 2001 ILDS caused there to be an inadequate supply of appropriately sized, located, and serviced industrial land by 2014. The consecutive ILDS introduced targeted industrial sectors which were the focus of attraction, retainment, and sale of municipally owned industrial land. The ILDS was most recently updated in 2023 to re-evaluate and refresh action items, direct investment, focus servicing and expand targeted industrial base for the next decade.

The current ILDS notes that the City of London is facing many challenges, several originating as spin-off effects from the COVID-19 pandemic. Despite these challenges, inquiries for industrial land have continued to remain steady as companies look at the longer-term horizon. The Province of Ontario declared a public health emergency due to the COVID-19 pandemic resulting in stay-at-home orders and sporadic workplace closures. During the COVID-19 pandemic the unemployment rate in London reached an annual high of 8.2% for 2020. Comparatively, the annual unemployment rate in 2020 reached 9.6% for the Province of Ontario and 9.5% in Canada. Manufacturing sales have grown steadily amid the COVID-19 pandemic, but the manufacturing industry is one of the sectors in Ontario that is most in need of labour - after the hospitality, health care and retail sectors. Almost 10% of the province's nearly 390,000 job openings are in the manufacturing sector. A survey conducted by the Elgin Middlesex Oxford Workforce Planning and Development Board, a workforce development agency, found that 64% of businesses were having a hard time filling job vacancies in 2021.

The City of London is also facing other challenges like supply chain disruption. The leading contributing factors to worsened supply chain challenges have been increased delays in deliveries; increased prices of inputs, products, or supplies; and supply shortages that resulted in fewer inputs, products, or supplies being available. In Q2 2022, over 70% of manufacturing businesses reported that supply chain challenges have worsened over the past year, and they expect continued challenges for at least the next three months.

The ILDS was updated in 2014 to address inadequate supply of appropriately sized, located, and serviced industrial land. At that time, there was a growing trend toward industrial companies selecting larger sites to allow for greater consolidation activity and to allow for easier future expansions of their operations. Since then, there have been numerous inquiries for 4-to-8-acre parcels for small- and medium-sized industrial operations. Thus, following the 2023 ILDS there must be a greater focus on a variety of parcel sizes with emphasis on the availability of 4-to-8-acre parcels. The 2023 ILDS is based on the premise that London needs to continue to compete aggressively and directly in the attraction of industrial growth. To accomplish this, renewed investment in planning, servicing, and municipal land development is required.

Based on pervasive shifts in the City's targeted industrial sectors and their land, servicing, and design needs, the City stated that the role of the ILDS is to help it stay investment ready and remain in its competitive position.

The ILDS identifies 5 Goals which are further organized into multiple Priority Actions to implement the Goals. These Goals and Priority Actions are as follows:

GOALS	PRIORITY ACTIONS
Invest in developing an inventory of shovel-ready sites	<ul style="list-style-type: none"> • Purchase lands that are suited to the needs of our targeted industries • Develop lands, including budgeting, planning, and executing development of sites • Ensure that the Urban Growth Boundary expansions align with the land needs requirements of our targeted industries
Attract targeted industries	<ul style="list-style-type: none"> • Identify targeted industries • Highlight targeted industry land needs and infrastructure requirements • Ensure that Community Improvement Plan incentive programs continue to remain relevant to the needs of the City's industries
Attract talent	<ul style="list-style-type: none"> • Position London as a great place to work • Position London as a great place to live • Position London as a great place to stay
Continuous support for business retention and expansion	<ul style="list-style-type: none"> • Continuation of the enterprise-wide ILDS Implementation Team • Prioritize improvements to internal processes and policies
Work with partners to continue increasing economic development potential	<ul style="list-style-type: none"> • Establish Post-Secondary Education Training to ensure continuous supply of skilled workforce • Seek Federal and Provincial funding partnerships as appropriate

The City's ILDS is a primary foundation of this CIP. The primary rationale for both the ILDS and this CIP is economic rehabilitation, revitalization, and development through the effective and efficient use of industrial land to create employment opportunities. Therefore, the CIP has been designed to help implement the strategies contained in the ILDS. For example, the incentive programs contained in this CIP will enhance London's efforts to market industrial lands on an international stage (as well as a local and national stage) and will help to make London more attractive to industrial investment.

The City's role in industrial land development is to ensure an adequate and appropriate supply of industrial land but also to help ensure that supply is effectively used and developed to increase investment, and jobs, create better planned work environments, and sustainable use of industrial land and buildings.

The City has had a Brownfield CIP in place since 2006. This CIP addresses previously developed industrial lands. The City currently has an adequate supply of marketable land that meets the demands of London's targeted industrial sectors; however, it is forecast that this will fall below the targeted supply of land by 2025 and the timeline to acquire, zone, design, and construct industrial subdivisions is three to five years. Therefore, the City's ability to promote economic rehabilitation, revitalization, job creation and the sustainable use of industrial land and buildings would be seriously compromised if the City focused its community improvement planning efforts only on previously developed land.

The ILDS recommends the City develop and maintain a minimum 494 acre (200 hectare), 10-year supply of vacant, serviced, market-ready industrial land at strategic locations. This 10-year sustainable supply will be of various parcel sizes that meet the needs of our target sectors. Section 3.2.1 of the ILDS contains an objective and priority actions for the City to invest in developing an inventory of shovel-ready sites. The priority action includes purchasing lands that are suited to the needs of our targeted industries; developing lands, including budgeting, planning, and executing development of sites; and, ensuring that the Urban Growth Boundary expansions align with the land needs requirements of the City's targeted industries. The Municipal Leadership Actions contained in Section 9.0 of this CIP supports the City's strategy for acquisition and development of industrial land in the ILDS.

Finally, Section 3.3 of the ILDS sets out a plan to attract targeted industries. This can be achieved through Priority Action 2.3 specified in the ILDS. The Priority Action suggests ensuring that Community Improvement Plan incentive programs continue to remain relevant to the needs of the City's industries. The ILDS also specifies that the city supports industrial businesses to allow for retention and expansion of targeted industries. This includes providing information on grants and loans, connecting businesses to resources available through educational and training institutions, facilitating expansion opportunities, and improving infrastructure where appropriate.

3.6 Other Community Improvement Plans

The City of London has made significant use of CIPs in the past with the preparation and adoption of twelve different CIPs:

- Affordable Housing CIP;
- Brownfield CIP;
- Industrial CIP;
- Core Area CIP;
- Hamilton Road CIP;
- Old East Village CIP; and,
- Airport Area CIP;
- Heritage CIP;
- Argyle Core Area CIP;
- Downtown CIP;
- Lambeth Area CIP;
- SOHO CIP.

The Argyle Core Area, Core Area, Downtown, Hamilton Road, Lambeth Area, Old East Village, and SoHo CIPs apply to specific areas in the city where commercial activity and mixed-use neighbourhoods are located. These CIPs contain financial incentives in the form of grants and loans to promote commercial and mixed-use building upgrades and façade improvements.

The Heritage CIP applies to the entire city and includes a tax increment grant and DC grant to promote the preservation and rehabilitation of a designated heritage building/structure.

The Brownfield CIP applies to all lands within the Urban Growth Boundary and includes an environmental study grant program, and a tax increment grant program and DC grant program that promotes the environmental remediation and redevelopment of brownfield sites.

The Airport Area CIP applies to the London International Airport and adjacent industrial park lands. The Airport Area CIP contains a tax increment grant targeted to the aerospace and air transportation sectors.

The Affordable Housing CIP applies to the entire city and includes an Affordable Housing development Loan Program and an Additional Residential Unit Loan Program.

The incentive programs in only two of the above-noted CIPs (Tax Increment Grant and DC Grant in the Brownfield CIP, and the Tax Increment Grant in the Airport Road CIP) would potentially have any overlap with the incentive programs contained in this CIP. Eligible applicants can apply for one, more or all the incentive programs contained in this CIP and incentive programs contained in other applicable CIPs. However, to avoid “double dipping” (use of two or more incentive programs to pay for the same eligible cost), if an applicant is eligible to apply for the same program type (tax increment grant, DC grant/rebate), under the Industrial Lands CIP and any other applicable CIP, the applicant can apply for that type of program under only one CIP; the applicant can apply for that type of program under only one CIP. For example, if an applicant is eligible for both the Brownfield Tax Increment Equivalent Grant contained in the Brownfields CIP and the Industrial Tax Increment Grant contained in this CIP, the applicant can apply for only one of these programs. Furthermore, the total of all grants, loans and tax assistance provided in respect of the lands and buildings for which an applicant is making an application under the programs contained in this CIP and any other applicable CIPs shall not exceed the eligible costs of the improvements to those lands and buildings under all applicable CIPs.

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4.0 CIP GOALS



Based on the comprehensive policy review described above and consultation with City Staff and key industrial land development stakeholders through the ILDS and CIP processes, numerous community improvement needs for industrial land development in London were identified and examined. Similar community improvement needs were identified in the review of best practices utilized by several other municipalities in Ontario to promote industrial development on previously developed and previously undeveloped industrial lands.

The critical community improvement needs for industrial land development in London were then translated into goals for this CIP. The most important policy document guiding the identification of the goals for this CIP is the City’s new ILDS. Considerable weight has also been given to the policy direction provided in *The London Plan* and other key City and provincial planning and economic development policy documents. The goals of the CIP were then used to guide development of incentive programs and municipal leadership actions contained in this CIP. The overarching vision and strategic focus of this CIP, which has guided the formulation of its goals, is to foster economic rehabilitation, diversification, development, revitalization, and prosperity in London. The goals of the London Industrial Lands CIP are as follows:

ADEQUATE SUPPLY OF INDUSTRIAL LAND

- Maintain a 10-year supply of shovel-ready industrial land in prime strategic locations ensuring London is competitively situated to attract industrial investment.
- Where necessary and possible, relocate incompatible industrial land uses to more stable industrial lands.
- Where appropriate, promote the redevelopment of brownfield sites for industrial use.

ATTRACT TARGETED INDUSTRIES TO INDUSTRIAL LANDS

- Ensure that financial incentive programs used to promote industrial development are transparent accountable, financially sustainable, and that the effectiveness of these programs is monitored.
- Retain and attract businesses in targeted industrial sectors by highlighting the benefits London can provide for targeting industrial prospects.
- Improve the market attractiveness and competitiveness of industrial land in London.

SUPPORT EXPANDING BUSINESSES

- Continue to support existing industries after they have established themselves in London by providing quality service, facilitating expansion opportunities, and improving infrastructure where possible.
- Improve the design of industrial building constructed in strategically important locations

such as the Highway 401/402 corridor, the Veterans Memorial Parkway corridor, and airport.

- Promote sustainable and energy efficient planning, site and building design, and enhanced landscaping for industrial development and redevelopment in London.

ATTRACT TALENT TO LONDON'S INDUSTRIAL SECTOR

- Increase employment on industrial land in London by creating new employment opportunities and retaining existing employment.
- Continue to make London an attractive city to live and work in order to draw skilled labour to London and make London's workforce talent pool highly attractive for future investments.
- Leverage relationships with our major educational partners to address the needs of their student populations, ensuring a higher retention of graduates in London, including those from international backgrounds.

PROMOTE ECONOMIC GROWTH FOR THE CITY

- Facilitate and promote the development and redevelopment of industrial land in London in conformity with the servicing, growth management, and other policies in *The London Plan*.
- Increase long-term industrial assessment land values and industrial land property tax revenues.
- Ensure that growth related capital costs are recovered from revenues generated by new development.



5.0 COMMUNITY IMPROVEMENT PROJECT AREA



In accordance with Section 28(2) of the *Planning Act*, if a municipality has community improvement policies in its official plan, that municipality may, by by-law designate the whole or any part of the area covered by their official plan as a community improvement project area. *The London Plan* covers the entire municipality, and *The London Plan* contains Community Improvement policies that permit designation of the entire municipality as a community improvement project area for industrial land.

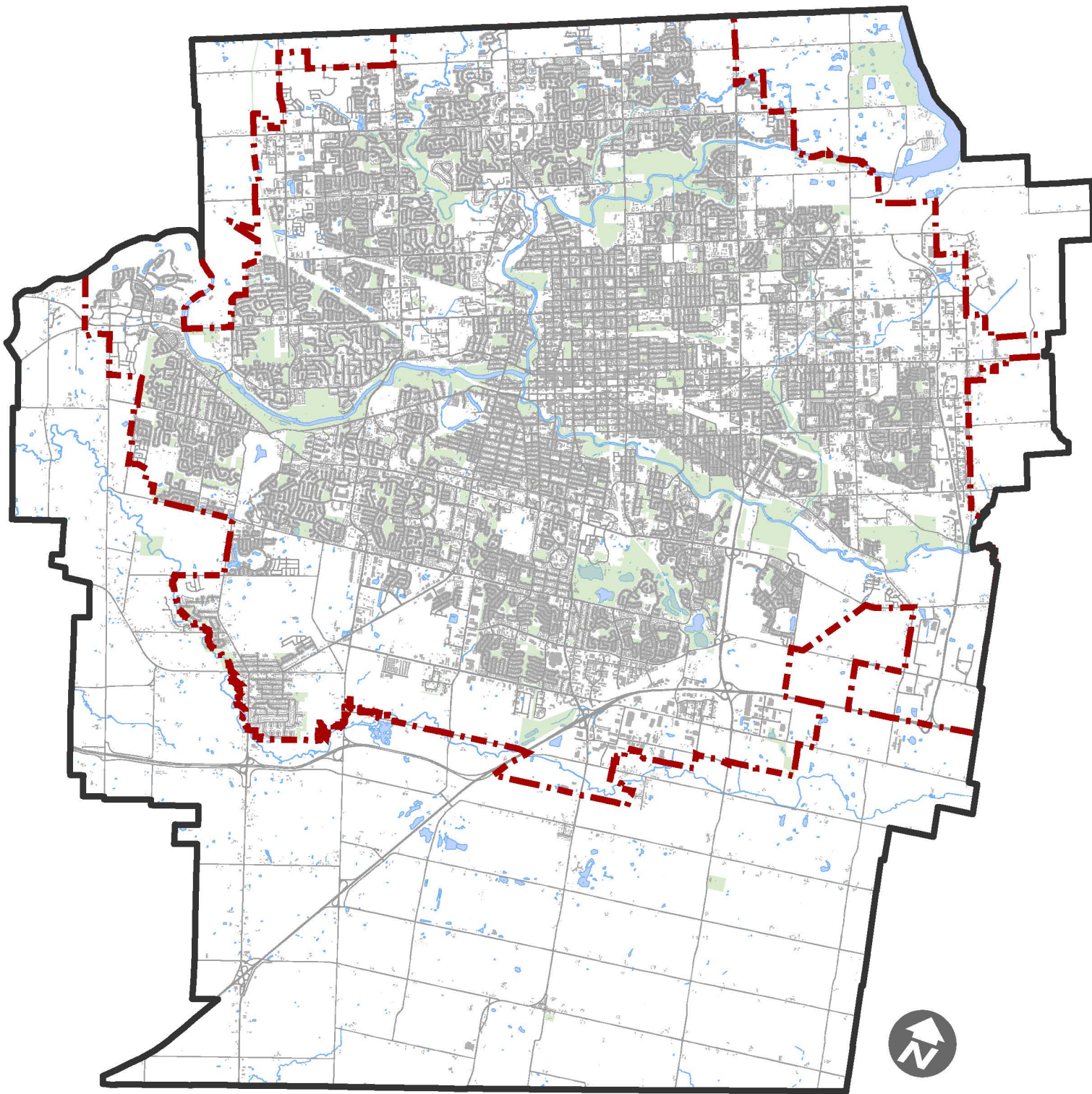
Section 28(3) of the *Planning Act* allows a municipality to acquire, hold, clear, grade and otherwise prepare land for community improvement within a designated community improvement project area once the community improvement plan for that area comes into effect. Section 28(6) of the *Planning Act* allows a municipality implementing a CIP that has come into effect to undertake the following actions within the community improvement project area as long as these actions are in conformity with the CIP.

- i) Sell, lease, or otherwise dispose of any land and buildings acquired or held by the municipality; and,
- ii) Construct, repair, rehabilitate or improve buildings on lands acquired or held by the municipality.

The challenges facing industrial land development in London are not restricted to certain industrial areas or types of industrial land. Furthermore, the goals of this CIP apply to industrial lands spread across the city. Therefore, in order to properly address the community improvement needs for industrial development in London and in order to successfully achieve the goals of this CIP for all industrial lands in London, it is recommended that the Community Improvement Project Area for the City of London Industrial Lands CIP be designated as the entire geographic area of the City of London. However, in order to ensure that the incentive programs contained in this CIP conform to both the *Planning Act* and the policies in *The London Plan*, the incentive programs in this CIP will apply only to lands designated for industrial land use within the City's Urban Growth Boundary, as amended from time to time.

City of London Urban Growth Boundary Map

City of London 2024



Legend

- | | | | |
|--|-----------------------|--|-------|
| | City Boundary | | Roads |
| | Urban Growth Boundary | | Parks |
| | Buildings | | Water |



6.0 INCENTIVE PROGRAMS



6.1 Approach

The financial incentive programs contained in this CIP were developed to address the economic and planning challenges of developing industrial land in London and to help achieve the goals outlined in Section 4.0 of this CIP. In order to help accomplish the goals of this CIP, three incentive programs have been included in this CIP.

The first program is the **Industrial Development Charges (DC) Grant Program**. This program provides a grant equal to the municipal portion of the development charges payable (up to 100%) for a targeted industrial development project and a grant equivalent to 50% of the value of the development charges paid up to \$500,000 (maximum grant of \$250,000) for a non-targeted industrial development project.

The second program is the **Industrial Tax Increment Grant Program**. This program provides an annual grant of up to 100% of the City property tax increment generated by an industrial development project for a period of ten (10) years after project completion.

The third program is the **Industrial Compatibility Grant/Loan Program**. This program would provide a grant and/or a loan to assist existing industrial operations in London to relocate to more compatible and appropriate sites within the Urban Growth Boundary in London. In parts of the City, existing industrial operations may be constrained by changes in the surrounding neighbourhoods or may be located in areas where their continued operation, expansion or changes in operations would cause negative impacts on surrounding non-industrial land uses. This program will provide a grant or loan to help off-set the costs associated with the relocation of an eligible industrial use to a more compatible location within the Urban Growth Boundary.

The incentive programs contained in the CIP are referred to as a “toolkit” because once the CIP is adopted and approved, the incentive programs in the CIP can be activated by Council, one or more at a time, based on Council approval of the implementation of each program, subject to the availability of funding. The programs are also referred to as a “toolkit” because once activated, these programs can be used individually or together by an applicant.

General requirements that apply to all the programs contained in this CIP and program specific requirements have been included in the CIP to help promote the goals of the CIP, while protecting the financial interest of the municipality. The balance of this section specifies the general program requirements and outlines basic details for each incentive program including the program purpose, description, and requirements.

6.2 General Program Requirements

All of the incentive programs contained in this CIP are subject to the following general requirements as well as the individual requirements specified under each incentive program. The general and program specific requirements contained in this CIP are not necessarily exhaustive,

and the City reserves the right to include other requirements and conditions as deemed necessary on a property specific basis:

- a) An application for any financial incentive program contained in this CIP:
 - i. Can be made only for development, redevelopment, rehabilitation, and/or adaptive reuse of an industrial building within the Urban Growth Boundary (see Appendix A for the definition of “industrial building”);
 - ii. Must be submitted to and approved by the City prior to the commencement of any works to which the incentive program will apply and prior to application for building permit; and,
 - iii. Must include plans, drawings, studies, reports, and urban design briefs, cost and other studies, details and information as required by the City to satisfy the City with respect to project eligibility, design, performance and conformity with the CIP.
- b) The City may require that the applicant submit professional urban design brief, studies and/or professional architecture/design drawings that are in conformity with any applicable urban design guidelines;
- c) The City may require that the applicant submit a Business Plan that contains information on the proposed projects as specified by the City, and said plan must be to the satisfaction of the City;
- d) Review and evaluation of an application and supporting materials against program eligibility requirements will be done by City Staff, who will then make a recommendation to Council or Council’s designate. The application is subject to approval by Council or Council’s designate;
- e) Each program in this CIP is considered active if Council has approved implementation of the program, the Council has approved a budget allocation for the program (as applicable);
- f) As a condition of application approval, the applicant may be required to enter into a Grant Agreement with the City. This Agreement will specify the terms, durations and default provisions of the incentive to be provided. This Agreement is also subject to approval by Council or Council’s designate;
- g) Where other sources of government and/or non-profit organization funding (Federal, Provincial, Municipal, Federation of Canadian Municipalities, etc...) that can be applied against the costs of the development project are anticipated or have been secured, these must be declared as part of the application. Accordingly, the grant may be reduced on a pro-rated basis;
- h) The City reserves the right to audit the cost of any and all works that have been approved under any of the financial incentive programs, at the expense of the applicant;
- i) The City is not responsible for any costs incurred by an applicant in relation to any of the programs, including without limitation, costs incurred in anticipation of a grant;

- j) If the applicant is in default of any of the general or program specific requirements, or any other requirements of the City, the approved grant may be delayed, reduced or canceled, and the applicant may be required to repay part or all of the approved grant;
- k) If a building developed, redeveloped, rehabilitated or adaptively reused using a grant provided under this CIP is demolished prior to expiry of the grant period, the grant is terminated and any grant amount paid is repayable to and will be recovered by the City;
- l) The City may discontinue any of the programs contained in the CIP at any time, but applicants with approved grants will still receive said grant, subject to meeting the general and program specific requirements;
- m) Proposed land uses must be in conformity with *The London Plan*, Zoning By-law and other planning requirements and approvals;
- n) If part or all of a building(s) in a project approved for a grant is converted to a non-industrial use at any time after project completion, but prior to the cessation of grant payments, the amount of the remaining grant payments will be adjusted accordingly on a go forward basis to reflect only the remaining industrial use;
- o) All proposed works approved under the incentive programs shall conform to provincial laws and City guidelines, by-laws, policies, procedures, and standards;
- p) All works completed must comply with the description of the works as provided in the application form and contained in the grant agreement, with any amendments as approved by the City;
- q) All construction and improvements made to buildings and/or land shall be made pursuant to a Building Permit, and/or other required permits, and constructed in accordance with the Ontario Building Code and all applicable zoning requirements and planning approvals;
- r) Where required by the City, outstanding work orders, and/or orders or requests to comply and/or other charges from the City must be satisfactorily addressed prior to grant approval or payment;
- s) Property taxes must be in good standing at the time of program application, approval and throughout the entire length of the grant commitment;
- t) City Staff, officials and/or agents may inspect any property that is the subject of an application for any of the incentive programs offered by the City;
- u) The City may require that the applicant submit a project completion report, and the City may conduct inspections to ensure compliance of the project with the general program requirements and program specific requirements subject to this CIP and the executed grant agreement, and the City may make adjustments to incentive levels to reflect actual project performance in relation to program requirements and the executed grant agreement;
- v) Applicants approved for the programs contained in this CIP will be required to complete the eligible works within specified timeframes;

- w) Eligible applicants can apply for one, more or all of the incentive programs contained in this CIP and incentive programs contained in other applicable CIPs, however, in order to avoid “double dipping” (use of two or more incentive programs to pay for the same eligible cost), if an applicant is eligible to apply for the same program type (tax increment grant, DC grant/rebate), under this CIP and any other applicable CIP, the applicant can apply for that type of program under only one CIP; and,
- x) The total of all grants, loans and tax assistance provided in respect of the particular lands and buildings for which an applicant is making application under the programs contained in this CIP and any other applicable CIP shall not exceed the eligible costs of the improvements to those particular lands and buildings under all applicable CIPs.

6.3 Industrial Development Charge (DC) Grant Program

Purpose

This program provides a major financial incentive to stimulate new investment by existing and new industrial businesses within the Urban Growth Boundary in the form of development, redevelopment, rehabilitation and/or adaptive reuse of buildings for industrial use, including commercial truck service establishments.

Description

This program will provide a grant to an applicant equal to up to 100% of the City development charge payable by an application for a targeted industrial development project constructed within the Urban Growth Boundary and a grant equivalent to 50% of the value of the development charges paid up to \$500,000 (maximum grant of \$250,000) for a non-targeted industrial development project constructed within the Urban Growth Boundary. This grant will be calculated and paid by the City at the time of building permit issuance. The amount of the DC grant will be determined based upon the total amount of City development charges owing after all exemptions, reductions, and credits are applied in accordance with the Development Charges by-law.

Program Requirements

Applicants are eligible to apply for funding under this program, subject to meeting the general program requirements, the following program requirements, and subject to the availability of funding as approved by Council:

- a) Applicants applying for this program cannot apply for a DC Grant Program under any other applicable CIP; and,
- b) For projects on brownfield sites, the owner shall meet all applicable program eligibility requirements of the Brownfield Development Charge Rebate Program in the City's CIP for Brownfield Incentives, including filling in the Environmental Site Registry of a Record of Site Condition (RCS) for the property signed by a qualified person, submission to the City of the signed RCS, and proof that the RCS has been acknowledged by the Ministry of Environment (MOE).

6.4 Industrial Tax Increment Grant Program

Purpose

This program provides a financial incentive to stimulate new investment by existing and new industrial businesses within the Urban Growth Boundary in the form of development, redevelopment, rehabilitation and/or adaptive reuse of buildings for industrial use.

Description

This program will provide an annual tax increment-based grant equal to up to 100% of the tax increment for up to ten (10) years following completion and occupancy of an industrial building constructed within the Urban Growth Boundary. The percentage of the tax increment to be paid by the City to the applicant as a Tax Increment Grant (if any) will depend on the “as-built” performance of the project in relation to pre-defined economic, planning, urban design and sustainability performance criteria. These criteria may include but may not necessarily be limited to criteria such as construction value, direct industrial employment, building design/sustainability/energy efficiency, location in relation to the Highway 401/402 or VMP corridor, and whether or not the project is a relocation of a conflicting industrial use and/or a redevelopment of a brownfield site. The City will determine the actual performance criteria to be utilized in evaluating applications for this program prior to program implementation.

The annual Tax Increment Grant would be offered on a “pay-as-you-go” basis, i.e., the applicant would initially pay for the entire cost of the industrial building project. Then, when the project is complete and the following conditions have been met, the amount of the grant would be determined by the City and the applicant would be paid the annual grant by the City;

- a) Final building inspections have taken place;
- b) An occupancy permit has been issued (as applicable) and occupancy of the building has taken place;
- c) Any and all deficiencies have been addressed;
- d) The property has been reassessed by the Municipal Property Assessment Corporation (MPAC); and,
- e) The new property taxes have been paid in full for the year.

Grant payments will cease when the total tax increment grant along with all other grants, loans and tax assistance provided equals the eligible cost of improvements under all applicable CIPs, or after ten (10) years, whichever comes first.

Program Requirements

Applicants are eligible to apply for funding under this program, subject to meeting the general program requirements, the following program requirements, and subject to the availability of funding as approved by Council:

- a) Applicants applying for this program cannot apply for Tax Increment Grant Program under any other applicable CIP; and,
- b) For projects on brownfield sites, the owner shall meet all applicable program eligibility requirements of Brownfields Tax increment Equivalent Grant Program in the City's CIP for Brownfield Incentives, including filing in the Environmental Site Registry of a Record of Site Condition (RSC) for the property signed by a qualified person, submission to the City of the signed RSC, and proof that the RSC has been acknowledged by the Ministry of Environment (MOE).

6.5 Industrial Compatibility Grant/Loan Program

Purpose

This program provides a financial incentive to assist existing industrial operations in London to relocate to more compatible and appropriate industrial sites within the Urban Growth Boundary.

Description

This program will provide a grant and/or loan to help offset the costs associated with the relocation of an eligible industrial use to a more compatible location within the Urban Growth Boundary. Eligible costs include the costs of development, redevelopment, rehabilitation and/or adaptive reuse of existing buildings at the new site.

Program Requirements

Applicants are eligible to apply for funding under this program, subject to meeting the general program requirements, the following program requirements, and subject to the availability of funding as approved by Council:

- a) Applicants must demonstrate to the City's satisfaction that the continued operation/ expansion of their industrial operation in its current location has resulted in, or would result in, negative impacts on surrounding non-industrial land uses; and,
- b) For projects relocating to a brownfield site, the owner shall meet all applicable program eligibility requirements for the Brownfields Tax Increment Equivalent Grant Program in the City's CIP for Brownfield Incentives, including filing in the Environmental Site Registry of a Record of Site Condition (RSC) for the property signed by a qualified person, submission to the City of the signed RSC, and proof that the RSC has been acknowledged by the Ministry of Environment (MOE).



7.0 MEASURES AND INDICATORS OF SUCCESS



7.1 Determining the Success of the Industrial Lands CIP

Purpose

The purpose of measuring the success of the CIP is to:

- Identify how the goals and objectives of the Industrial Lands CIP have been achieved;
- Assess which Industrial Lands CIP programs have been completed and/or can be suspended or discontinued;
- Determine whether any amendments to the Industrial Lands CIP are warranted;
- Identify funds dispersed through the financial incentive programs to determine which financial incentive programs are being most utilized and use this information to adjust the financial incentive programs, as required;
- Gather feedback from applicants of the financial incentive programs so that adjustments can be made to the financial incentive programs, as required; and,
- Identify the community and economic impact associated with projects taking advantage of the financial incentive programs.

Measures of Success

Community Improvement Plans are created to provide the opportunity to re-plan, redesign, redevelop, and rehabilitate areas of the city. The success of the Industrial Lands Community Improvement Plan is based on the identified improvements being undertaken that can help address a recognized need or gap and can be measured based on the four-year summary report as described further below.

The following table provides potential targets and suggested indicators of success for the Industrial Lands CIP.

Table 1: Success Measures

	TARGET	INDICATORS OF SUCCESS
	Attract new investments to London's Industrial Lands	<ul style="list-style-type: none">• Increase in % of targeted industries versus non-targeted industries.• Increase in amount of industrial building permits
	London's Industrial Lands attract qualified talent and provide opportunities for employment	<ul style="list-style-type: none">• Increase in % of people employed in the industrial sector.• Decrease in the industrial sector job vacancies.
	The City provides an appropriate and adequately serviced supply of Industrial Land	<ul style="list-style-type: none">• Increase in acres of serviced industrial land inventory.

	TARGET	INDICATORS OF SUCCESS
	Industrial Land development contributes to the city's economic growth	<ul style="list-style-type: none"> • Increase in industrial land property assessment values.
	Industrial development takes into consideration the effects of climate change	<ul style="list-style-type: none"> • Increase in number of targeted industries focused on renewable and clean technologies.

Baseline Conditions

A number of Baseline Conditions were determined to provide a consistent framework for evaluating the ongoing change in the Industrial Lands Project Area. Measures may be added to the Baseline Conditions.

82% of Industrial Building permits were targeted industrial uses.¹

11 Industrial Building Permits in 2023.²

In 2023, the manufacturing industry makes up 13% of London's workforce.³

The manufacturing industry makes up 4% of London's job vacancies.⁴

297.48 ac of City owned serviced industrial land inventory.⁵

In 2022, grants to nine industrial properties led to a \$25.48M increase in related development property assessment values.⁶

As of 2024, there are 30 industrial businesses focusing on renewable and clean technologies.⁷

¹ City of London. (2024).

² City of London. (2024).

³ Government of Canada, Statistics Canada. (2024, January 5). Employment by industry, census metropolitan areas, annual (x 1,000). <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1410038401&pickMembers%5B0%5D=1.22&cubeTimeFrame.startYear=2019&cubeTimeFrame.endYear=2023&referencePeriods=20190101%2C20230101>

⁴ Government of Canada, Statistics Canada. (2023, December 18). Job vacancies and average offered hourly wage by occupation (Broad Occupational Category), quarterly, unadjusted for seasonality. Job vacancies and average offered hourly wage by occupation (broad occupational category), quarterly, unadjusted for seasonality. <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1410035601&pickMembers%5B0%5D=1.53&cubeTimeFrame.startMonth=10&cubeTimeFrame.startYear=2022&cubeTimeFrame.endMonth=10&cubeTimeFrame.endYear=2023&referencePeriods=20221001%2C20231001001%2C20231001>

⁵ City of London. (2023). 2023 Industrial Lands Development Strategy. [2023 Industrial Land Development Strategy \(london.ca\)](https://www.london.ca/2023-Industrial-Lands-Development-Strategy)

⁶ City of London. (2024).

⁷ London Economic Development Corporation. (2024).



8.0 MUNICIPAL LEADERSHIP ACTIONS



The financial incentive programs contained in this Plan are designed to indirectly encourage private sector development of industrial land in London, i.e., the City is relying on private sector third parties (developed, property/business owners) to take advantage of the incentive programs that are offered by the City. However, as noted in the ILDS, there are a number of actions that the City should undertake to directly promote industrial land development in London. The “Municipal Leadership Actions” are outlined below. The Municipal Leadership Actions are designed to complement the incentives programs by generating enhanced market demand for industrial land and interest on the part of the private sector in using the available incentive programs.

The City of London may utilize the full range of actions permitted under Section 28 of the Planning Act and other provincial legislation to implement the Municipal Leadership Actions within the Community Improvement Project Area, including the:

- a) Acquisition, hold, clearance, grading or other preparation of land for community improvement;
- b) Construction, repair, rehabilitation or improvement of buildings on land acquired or held by the City in conformity with this CIP; and,
- c) Sale, lease, or other disposition of any land and buildings acquired or held by the City in conformity with this CIP.

8.1 Property Acquisition, Servicing and Disposition

The ILDS recommends that the City always maintain a 10 year supply (200 hectares) of vacant, serviced City owned industrial land overall and, within this total supply, 180 hectares of serviced land in strategic locations. The ILDS also notes that this supply should include a variety of lot sizes, including availability of several smaller to medium sized parcels (4-to-8-acre) as incubator parcels to provide flexibility for growth and employment opportunities. Reasonable industrial land options should also be offered close to the Airport, in General Industrial designations and in strategic Office Business Park locations that may emerge over time.

In order to implement the ILDS and achieve the goals of this CIP, this is recommended that the City:

- a) Engage in the acquisition of land within the Community Improvement Project Area by means as permitted under provincial legislation;
- b) Ensure that Urban Growth Boundary expansions align with the land needs requirements of our targeted industries;
- c) Initiate all necessary Zoning By-Law and Official Plan Amendments to maximize the value of sites before land is put on the market;
- d) Purchase lands that are suited to the needs of our targeted industries and have a continuous budget to maintain inventory;

- e) Continue to pursue funding from the Federal and Provincial Governments and other funding partners for the acquisition and servicing of industrial land;
- f) Pursue non-Development Charge source of funding for future construction of the Bradley/VMP Parkway; and,
- g) Consider different administrative models for public management of industrial land, including but not necessarily limited to an Industrial Land Development Corporation or a more formalized Action Team of pre-identified departmental staff and management.

The City of London may also dispose of municipally owned land or buildings within the Community Improvement Project Area in conformity with this CIP.

8.2 Marketing

The ILDS contains a number of actions designed to aggressively market industrial lands in London and London's high quality of life. In order to implement the ILDS and achieve the goals of this CIP and the ILDS, it is recommended that the City:

- a) Create a comprehensive identity for Highway 401 and 402 as an "Investment Corridor";
- b) Pursue an improved web presence for available City-owned industrial lands;
- c) Grow and nurture our industrial business economy to provide Londoners with a highly competitive and diverse range of well-paying employment experiences;
- d) Continue to improve its quality of life by supporting a more engaged downtown, main streets and public realm with more gathering places; and,
- e) Support and promote ongoing city-building efforts.

8.3 Promoting Brownfield Redevelopment

In order to help ensure an adequate supply of serviced industrial land, it is important for the City to promote the redevelopment, rehabilitation and adaptive reuse of previously developed land (including brownfields) for industrial use, where appropriate. Therefore, it is recommended that the City continue to support and fund the incentive programs contained in the CIP for Brownfield Incentives.

8.4 Promoting Industrial Compatibility

While it is important for the City to promote the redevelopment of brownfields for industrial use, as previously mentioned, there are situations where the expansion, changes in operation, or even the continued operation of existing industrial uses can cause negative impacts on surrounding non-industrial land uses. In these cases, in addition to the Industrial Compatibility Grant/Loan Program, it is recommended that the City consider the sale or exchange of City owned lands to facilitate the retention and relocation of such industrial operations to more compatible industrial sites within the Urban Growth Boundary of London.

9.0 EVALUATION



9.1 Purpose

The Monitoring Program set out in this section has several purposes. It is designed to:

- a) Monitor funds dispersed through the CIP incentive programs by program type to determine how the programs are being utilized, and allow staff to properly budget for the incentive programs;
- b) Receive and monitor feedback from applicants to the incentive programs so that adjustments can be made to the incentive programs, as required;
- c) Monitor the economic performance and impacts such as investment and new employment (total and by target sector) associated with projects taking advantage of the CIP incentive programs;
- d) Monitor the planning, urban design and sustainability performance and impacts associated with projects taking advantage of the CIP incentive programs;
- e) Allow for comprehensive reporting of monitoring results to Council.

This CIP is not intended to be a static planning document. It is intended to be a proactive plan to rehabilitate, revitalize, diversify and strengthen the economy in London by promoting strategic industrial land development. Information collected through the Monitoring Program should be utilized by staff to provide regular reports to Council on the amount of private sector investment being leveraged by the municipal incentive programs and the economic and other benefits associated with these private sector projects. Furthermore, information obtained through the Monitoring Program should be used to periodically adjust the terms and administration of the incentive programs to make them even more relevant, effective and user friendly.

9.2 Description

Monitoring of the uptake and performance of the incentive programs should be done on a regular basis and these monitoring results reported to Council on a four-year basis.

Table 2 presents a list of the data variables, including economic impacts, that should be collected and monitored on an individual project and aggregate basis for all projects taking advantage of the incentive programs contained in this CIP. In addition to these quantitative economic measures, the staff should also monitor:

- a) The planning, urban design and sustainability performance of projects taking advantage of the CIP incentive programs;
- b) Comments on the incentive programs and program administration received by staff from developers, property/business owners and other key opinion leaders in the real estate, development and design/build community; and,

c) Qualitative results of the CIP in terms of the impact of the Municipal Leadership Actions.

These qualitative measures and comments should be monitored and reported to Council along with the qualitative measures listed in Table 1.

Table 2: Performance Measures

PROGRAM	PERFORMANCE MEASURES
Industrial DC Grant	<ul style="list-style-type: none"> • Number of applications; • DC Grant amount (\$); • Value of Construction Projects(\$); • Hectares (acres) of land development/redevelopment; • Square footage of industrial space created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • New FT and FTE jobs created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • Increase in assessed value of participating property; • Increase in municipal and education property taxes of participating properties
Industrial Tax Increment Grant	<ul style="list-style-type: none"> • Number of applications; • Annual Tax Increment Grant (\$) and total Tax Increment Grant (\$) over grant period; • Value of construction project (\$); • Hectares (acres) of land developed/redeveloped; • Square footage of industrial space created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • New FT and FTE jobs created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • Increase in assessed value of participating property; • Increase in municipal and education property taxes of participating properties; • Number and \$ amount of program defaults.

PROGRAM	PERFORMANCE MEASURES
Industrial Compatibility Grant/Loan	<ul style="list-style-type: none"> • Number of applications; • Value of construction project (\$); • Hectares (acres) of land vacated; • Square footage of industrial space vacated; • Square footage by type/residential units created on vacated site; • Hectares (acres) of land developed/redeveloped at new site; • Square footage of industrial space created at new site by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • Square footage of accessory space (retail, office commercial, etc.) created at new site by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • Jobs retained; • New FT and FTE jobs created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector; • Increase in assessed value of participating property; • Increase in municipal and education property taxes of participating properties; • Number and \$ of program defaults.

9.3 Program Adjustments

The individual incentive programs contained in this CIP can be activated, deactivated, reduced or discontinued without amendment to this Plan. Increases in funding provided by the financial incentives contained in this CIP, or the addition of any new incentive programs to this CIP, will require a formal amendment to this Plan in accordance with Section 28 of the Planning Act. The City may periodically review and adjust the terms and conditions of any of the programs contained in this Plan, without amendment to the Plan. Such minor changes will be provided to the Minister of Municipal Affairs and Housing for information purposed only.

10.0 CONCLUSION



The primary purpose of this CIP is to promote economic rehabilitation, revitalization, diversification, development, employment growth and prosperity in London by improving the market attractiveness of industrial land and promoting the development of industrial land in the city. The incentive programs and municipal leadership actions contained in this CIP have been developed specifically to address critical community improvement needs for industrial land development in London and achieve the goals of this CIP.

The adoption and approval of this CIP will provide the legislative basis and comprehensive policy framework to guide the incentive programs and municipal leadership actions needed to achieve the goals of this CIP. However, successful implementation of this CIP will also require a long-term financial and resource commitment by Council to implement, fund, administer and monitor the incentive programs and municipal leadership actions. Finally, ongoing monitoring of the performance of the incentive programs and adjustment of the programs as required will also help to ensure the long-term effectiveness of this CIP.

APPENDIX A



Glossary of Terms and Abbreviations

“Adaptive Re-use” means the physical process undertaken (including constructed improvements) to convert a non-industrial building on previously developed land into an industrial building.

“Applicant” means a registered owner or assessed owner of lands and buildings within the Community Improvement Project Area, and any person to whom a registered owner or assessed owner of lands and buildings within the Community Improvement Project Area has assigned the right to receive a grant or loan. Applicants may also be referred to as “owners”, “building owners” or “property owners” throughout this Plan.

“Base Rate” means total municipal taxes levied in the year prior to commencement of a project approved for a Tax Increment Based Grant.

“Brownfield” means abandoned, vacant or underutilized lands and/or buildings within the Urban Growth Boundary of the City of London where expansion, retrofit or redevelopment may be complicated by environmental contamination from past uses and development activity.

“Commercial Truck Service Establishment” means a premises purpose designed for repair and servicing of freight carrying trucks, including truck tractors and truck trailers, and shall include the storage and sale of parts accessory to such vehicles.

“Community Improvement”, unless otherwise specified, is as defined in accordance with its definition under Section 28 of the Planning Act.

“Community Improvement Plan” (CIP), unless otherwise specified, is as defined in accordance with its definition under Section 28 of the Planning Act.

“Development” means the construction of a new industrial building on previously undeveloped land.

“DC” means Development Charges.

“ILDS” means Industrial Land Development Strategy.

“Industrial Building” means a building used for:

- a) Manufacturing, producing, fabricating, assembling, compounding or processing of raw materials, goods, component parts or ingredients where the physical condition of such materials, goods, parts or components are altered to produce a finished or semi-finished tangible product, or the packaging, crafting, bottling, or semi-processed goods or materials, but not including any of these activities where they primarily serve retail purpose to the general public;
- b) Storing or distributing something derived from the activities mentioned in (a) above and for greater certainty, shall include the operation of a truck terminal, warehouse or depot and does not include self-storage warehousing for use by the general public or retail sales associated with the goods stored or distributed, or accessory storage of a commercial

building;

- c) Research or development in connection with activities mentioned in (a) above;
- d) Retail sales of goods produced by activities mentioned in section (a) at the site where the manufacturing, producing or producing from raw materials of semi-processed goods takes place and for greater certainty, includes the sale of goods or commodities to the general public where such sales are accessory or secondary to the industrial use, and does not include the sale of goods or commodities to the general public through a warehouse club;
- e) Office or administrative purposes, if they are carried out:
 - i) With respect to the activity mentioned in section (a) and
 - ii) In or attached to the building or structure used for activities mentioned in section (a) and
 - iii) For greater certainty, shall include an office building located on the same property as, and used solely to support, the activities mentioned in section (a).
- f) A business that stores and processed data for retrieval, license or sale to end users and are on lands zoned for industrial uses.

“LEDC” means the London Economic Development Corporation.

“MPAC” means the Municipal Property Assessment Corporation.

“Municipal Taxes” means the City of London portion of property taxes payable and does not include the Education portion of property taxes payable to the Province of Ontario.

“Non-Targeted Industrial Uses” means the following economic sectors and industrial uses:

- Warehouses;
- Transportation and Logistics;
- Businesses that store and process data for retrieval;
- Truck Terminals.

“PPS” means the Provincial Policy Statement, 2020

“Qualified Person” means a person as defined by Section 168.1 of the Environmental Protection Act Ontario and Ontario Regulation 153/04 (as amended by Ontario Regulation 66/08) who meets the qualifications to be a qualified person.

“Redevelopment” means the construction of a new industrial building and/or the expansion of or addition to an existing industrial building on previously developed land.

“Rehabilitation” means the physical process undertaken (including construction improvement) to an existing industrial building on previously developed to return the building to a usable state.

“Targeted Industrial Uses” means the following economic sectors and industrial uses:

- Advanced Manufacturing including:
 - » Renewable and Clean Technology;
 - » Automotive;
 - » Agri-food/Food Processing; and,
 - » Defence and Aerospace;
- Life and Health Sciences;
- Information Technology and Digital Media; and,
- Research and Development.

“Tax Increment” means the difference between the base rate on a property and municipal taxes levied on that property as a result of re-valuation by MPAC following completion and occupancy of an industrial building approved for a Tax Increment Based Grant.

“Urban Growth Boundary” means the area referred to as show in The London Plan as the “Urban Growth Area” or “Urban Growth Boundary”.

“VMP” means Veterans’ Memorial Parkway.



**Schedule “3” Industrial Lands Development Charges Grant - Incentive
Program Guidelines**

Schedule 3

Industrial Development Charges Grant – Incentive Program Guidelines

Industrial Development Charges Grant Program

Purpose

- This program provides a major financial incentive to stimulate new investment by existing and new industrial businesses within the Urban Growth Boundary in the form of development, redevelopment, rehabilitation and/or adaptive reuse of buildings for industrial use, including commercial truck service establishments.

Description / Funding

- **“Targeted” Grant** – This program will provide a grant to an eligible applicant equal to 100% of the development charge (this program does not apply to Education development charges) paid on an industrial building that contains a “targeted” industrial use that is constructed within the Urban Growth Boundary;
- **“Non-targeted” Grant** – This program will provide a grant to an eligible applicant equivalent to 50% of the value of the development charge (this program does not apply to Education development charges) paid up to \$500,000 (maximum grant of \$250,000), with the remainder of the development charges above \$500,000 to be fully paid for by the applicant on an industrial building that contains a “non-targeted” industrial use that is constructed within the Urban Growth Boundary;
- This grant will be paid by the City at the time of building permit issuance, unless the building is constructed as a “speculative” (“shell”) building in which the grant will be paid when the building permit(s) is/are required for the tenant finish stage;
- The amount of the DC grant will be determined based upon the total amount of development charges owing after all exemptions, reductions and credits are applied in accordance with the Development Charges By-law.

Area of Application

- This program applies to all industrial land uses within the Urban Growth Boundary for eligible “industrial building” and “commercial truck service establishment” development, redevelopment, and rehabilitation projects, as defined below in the Definitions section of the Incentive Program Guidelines.

Definitions

“Adaptive Re-use” means the physical process undertaken (including constructed improvements) to convert a non-industrial building on previously developed land into an industrial building.

“Applicant” means a registered owner or assessed owner of lands and buildings within the Community Improvement Project Area, and any person to whom a registered owner or assessed owner of lands and buildings within the Community Improvement Project Area has assigned the right to receive a grant or loan. Applicants may also be referred to as “owners”, “building owners” or “property owners”.

“Brownfield” means abandoned, vacant or underutilized lands and/or buildings within the Urban Growth Boundary of the City of London where expansion, retrofit, or redevelopment may be complicated by environmental contamination from past uses and development activity.

“Commercial Truck Service Establishment” means a premises purpose designed for repair and servicing of freight carrying trucks, including truck tractors and truck trailers, and shall include the storage and sale of parts accessory to such vehicles.

“Community Improvement”, unless otherwise specified, is as defined in accordance with its definition under Section 28 of the *Planning Act*.

“Community Improvement Plan” (CIP), unless otherwise specified, is as defined in accordance with its meaning under Section 28 of the *Planning Act*.

“Community Improvement Project Area” (CIPA), unless otherwise specified, is as defined

in accordance with its meaning under Section 28 of the *Planning Act*.

"Development" means the construction of a new industrial building on previously undeveloped land.

"DC" means Development Charges.

"Industrial Building" is a building used for:

- a) Manufacturing, producing, fabricating, assembling, compounding or processing of raw materials, goods, component parts or ingredients where the physical condition of such materials, goods, parts or components are altered to produce a finished or semi-finished tangible product, or the packaging, crating, bottling, of semi-processed goods or materials, but not including any of these activities where they primarily serve retail purposes to the general public;
- b) Storing or distributing something derived from the activities mentioned in a) above and for greater certainty, shall include the operation of a truck terminal, warehouse or depot and does not include self-storage warehousing for use by the general public or retail sales associated with the goods stored or distributed, or accessory storage of a commercial building;
- c) Research or development in connection with activities mentioned in a) above;
- d) Retail sales of goods produced by activities mentioned in section a) at the site where the manufacturing, producing or processing from raw materials or semi-processed goods takes place and for greater certainty, includes the sale of goods or commodities to the general public where such sales are accessory or secondary to the industrial use, and does not include the sale of goods or commodities to the general public through a warehouse club;
- e) Office or administrative purposes, if they are carried out:
 - i.) with respect to the activity mentioned in section a), and
 - ii.) in or attached to the building or structure used for activities mentioned in section a) and
 - iii.) for greater certainty, shall include an office building located on the same property as, and used solely to support, the activities mentioned in section a); or
- f) A business that stores and processes data for retrieval, license or sale to end users and are on lands zoned for industrial uses.

"Non-targeted Industrial Uses" means the following economic sectors and industrial uses, and may be amended from time to time:

- Warehouses;
- Transportation and Logistics;
- Businesses that store and process data for retrieval;
- Truck terminals.

"Qualified Person" means a person as defined by Section 168.1 of the *Environmental Protection Act Ontario* and *Ontario Regulation 153/04* (as amended by *Ontario Regulation 66/08*) who meets the qualifications to be a qualified person.

"Redevelopment" means the construction of a new industrial building and/or the expansion of or addition to an existing industrial building on previously developed land.

"Rehabilitation" means the physical process undertaken (including constructed improvements) to an existing industrial building on previously developed land to return the building to a usable state.

"Speculative" ("Shell") Industrial Building means a building that is developed with no formal commitment from an end user and the building will be leased to tenants or sold after its completion.

“Targeted Industrial Uses” means the following economic sectors and industrial uses:

- Advanced Manufacturing including:
 - Renewable and Clean Technology;
 - Automotive;
 - Agri-food/Food Processing; and,
 - Defense and Aerospace;
- Life and Health Sciences;
- Information Technology and Digital Media; and
- Research and Development.

"Urban Growth Boundary" means the area referred to and shown in the City's Official Plan as the "Urban Growth Area" or "Urban Growth Boundary".

General Program Requirements

Applicants are eligible to apply for funding under this program, subject to meeting the general program requirements of the Industrial Lands Community Improvement Plan and the following program requirements:

1. An application for the Industrial Development Charges Grant program contained in this CIP:
 - a) Can be made only for development, redevelopment, rehabilitation, and/or adaptive reuse of an industrial building within the Urban Growth Boundary;
 - b) Must be submitted to and approved by the City prior to the commencement of any works to which the incentive program will apply and prior to application for building permit; and
 - c) Must include plans, drawings, studies, reports, urban design briefs, cost and other studies, details and information as required by the City to satisfy the City with respect to project eligibility, design, performance and conformity with the CIP.
2. The Industrial Development Charges Grant is considered active if Council has approved implementation of the program, and Council has approved a budget allocation for the program;
3. The City is not responsible for any costs incurred by an applicant in relation to any of the program(s), including without limitation, costs incurred in anticipation of a grant;
4. If the applicant is in default of any of the general or program specific requirements, or any other requirements of the City, the approved grant may be delayed, reduced or canceled, and the applicant may be required to repay part or all of the approved grant;
5. The City may discontinue the Development Charges Grant Program at any time, but applicants with approved grants will still receive said grant, subject to meeting the general and program specific requirements;
6. Proposed land uses must be in conformity with the Official Plan, Zoning By-law and other planning requirements and approvals;
7. If part or all of a building(s) in a project approved for a DC grant is converted to a non- industrial use, the City may require a change of use permit, with associated costs to be paid by the applicant;
8. All proposed works approved under the incentive program shall conform to provincial laws and City guidelines, by-laws, policies, procedures, and standards;
9. All works completed must comply with the description of the works as provided in the application form and contained in the grant agreement, with any amendments as approved by the City;
10. All construction and improvements made to buildings and/or land shall be made pursuant to a Building Permit, and/or other required permits, and constructed in accordance with the Ontario Building Code and all applicable zoning requirements and planning approvals;

11. Where required by the City, outstanding work orders, and/or orders or requests to comply, and/or other charges from the City must be satisfactorily addressed prior to grant approval or payment;
12. Property taxes must be in good standing throughout the time of program application and approval.
13. City staff, officials, and/or agents may inspect any property that is the subject of an application for incentive program(s) offered by the City;
14. Eligible applicants may apply for one or more of the implemented incentive programs that are contained in the Industrial Lands CIP and/or other applicable CIPs; however, in order to avoid use of two or more incentive programs to pay for the same eligible cost, if an applicant is eligible to apply for the same program under this CIP and any other applicable CIP, the applicant can apply for DC Grant program under one CIP only;
15. The total of all grants, loans and tax assistance provided in respect of the particular lands and buildings for which an applicant is making application under the programs contained in this CIP and any other applicable CIPs shall not exceed the eligible costs of the improvements to those particular lands and buildings under all applicable CIPs.
16. For projects on brownfield sites, the owner shall meet all applicable Program Eligibility Requirements of the Brownfields Development Charge Rebate Program in the City's CIP for Brownfield Incentives, including filing in the Environmental Site Registry of a Record of Site Condition (RSC) for the property signed by a Qualified Person, submission to the City of the signed RSC, and proof that the RSC has been acknowledged by the Ministry of Environment (MOE).
17. The applicant(s) must be the registered property owner(s) for the subject lands.
18. Separate applications must be made for each discrete property under consideration for the Development Charges Grant program.
19. Industrial Development Charges Grants will not be given retroactively to recognize projects that have begun without application to this program. To be eligible for this program a complete application must be received prior to any works being done which relate to the associated building permit application.

General Procedure and Administration

- A building permit application must be submitted coincident with the application for funding under the Industrial DC Grant program;
- As a condition of application approval, the applicant shall be required to enter into a Grant Agreement with the City. This Agreement will specify the terms and provisions of the incentive to be provided;
- At time of the application, Development Charges fees will be calculated by the Chief Building Official or designate.
 - i.) For "Targeted Industrial Uses", the total dollar value calculated will be the total Industrial DC Grant available for the given project;
 - ii.) For "Non-targeted Industrial Uses", the total Industrial DC Grant available is equivalent to 50% of Development Charges calculated to a maximum grant of \$250,000. The remainder of the development charges will be fully paid by the applicant;
 - iii.) For "speculative" ("shell") industrial buildings, DCs are not assessed until the building permit is required for the tenant finish. The Chief Building Official or designate will determine at that stage if the tenant of a "speculative" ("shell") industrial building is a "Targeted" or "Non-targeted" Industrial Use and will apply the grant calculations as noted in i.) and ii.) above.
- The administrative process by City of London Staff will ensure the following:
 - i.) The Chief Building Official, or designate, advises the Financial Planning and Policy Division of the value of the Development Charges calculated for the eligible project; and
 - ii.) The value of the calculated grant be transferred directly to the Reserve Fund

- for Development Charges:
- a) For “Targeted Industrial Uses” this direct transfer is instead of Staff collecting 100% of DCs from applicants and then providing applicants with a 100% Grant to rebate the monies collected.
 - b) For “Non-targeted Industrial Uses” Staff will reduce the amount of Development Charges payable by the amount of the calculated Industrial DC Grant and collect the remaining DCs from applicants. The value of the calculated grant will be transferred directly to the Reserve Fund for Development Charges;
 - c) See Table 1 below for an example of grant calculations.

Table 1 – Example of Industrial DC Grant Calculations				
Building (Category)	Applicable DCs	Applicable Grant	DC Grant Amount	DCs Payable by Applicant
Agri-Food Manufacturer (Targeted)	\$600,000	100%	\$600,000	\$0
Shipping/Warehousing (Non-targeted)	\$600,000	50% / maximum \$250,000	\$250,000	\$350,000

Grant Agreement

- 1. Participating property owners in the Industrial Development Charges Grant program shall be required to enter into an agreement with the City;
- 2. This agreement shall include but is not limited to, identification of the dollar value of the grant and confirmation of applicant's agreement with the administrative process;
- 3. The agreement is intended to encapsulate all of the terms and conditions included in these Incentive Program Guidelines.

Discontinuation of Program

Council may periodically review the Industrial Development Charges Grant program to determine if the program should continue, be modified, or cease to issue new commitments.

Monitoring Program

The Monitoring Program set out in this section has several purposes. It is designed to:

- a) Monitor funds disbursed through the CIP incentive programs by program type to determine how the programs are being utilized, and allow City staff to properly budget for determine how the programs are being utilized, and allow City staff to properly budget for the incentive programs;
- b) Receive and monitor feedback from applicants to the incentive programs so that adjustments can be made to the incentive programs, as required;
- c) Monitor the economic performance and impacts such as investment and new employment (total and by target sector) associated with projects taking advantage of the CIP incentive programs;
- d) Monitor the planning, urban design and sustainability performance and impacts associated with projects taking advantage of the CIP incentive programs;
- e) Allow for comprehensive reporting of monitoring results to Council.

This CIP is not intended to be a static planning document. It is intended to be a proactive plan to rehabilitate, revitalize, diversify and strengthen the economy in London by promoting strategic industrial land development. Information collected through the Monitoring Program should be utilized by staff to provide regular reports to Council on the amount of private sector investment being leveraged by the municipal incentive programs and the economic and other benefits associated with these private sector projects.

Furthermore, information obtained through the Monitoring Program should be used to periodically adjust the terms and administration of the incentive programs to make them even more relevant, effective and user friendly.

Description

Monitoring of the uptake and performance of the incentive programs should be done on a regular basis and these monitoring results reported to Council on an annual basis. Similarly, monitoring of progress on implementation of the Municipal Leadership Actions should be done

regularly and reported to Council on an annual basis.

Table 2 presents a list of the data variables, including economic impacts, that should collected and monitored on an individual project and aggregate basis for all projects taking advantage of the incentive programs contained in this CIP. In addition to these quantitative economic measures, City staff should also monitor:

- a) The planning, urban design and sustainability performance of projects taking advantage of the CIP incentive programs;
- b) Comments on the incentive programs and program administration received by staff from developers, property/business owners and other key opinion leaders in the real estate, development and design/build community; and,
- c) Qualitative results of the CIP in terms of the impact of the Municipal Leadership Actions.

These qualitative measures and comments should be regularly monitored and reported to Council along with the quantitative measures listed in Table 2.

Table 2 – Monitoring Variables

Program	Monitoring Variable
Industrial DC Grant	<ul style="list-style-type: none">• Number of applications;• DC Grant amount(\$);• Value of construction project (\$)• Ha. (acres) of land developed/ redeveloped;• Square footage of industrial space created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector;• New FT and FTE jobs created by type (development, redevelopment, rehabilitation, adaptive reuse) and sector;• Increase in assessed value of participating property;• Increase in municipal and education property taxes of participating property;• Percentage of employment in “Targeted” Industrial Sectors is stable and increasing;• Percentage increase in number of units constructed and Gross Floor Area constructed;• Attraction of new, and retention and expansion of existing Industrial Buildings/companies.

Program Adjustments

The individual incentive programs contained in this CIP can be activated, deactivated, reduced or discontinued without amendment to this Plan. Increases in funding provided by the financial incentives contained in this CIP, or the addition of any new incentive programs to this CIP, will require a formal amendment to this Plan in accordance with Section 28 of the *Planning Act*.

The City may periodically review and adjust the terms and conditions of any of the programs contained in this Plan, without amendment to the Plan. Such minor changes will be provided to the Minister of Municipal Affairs and Housing for information purposes only.

Appendix “B” – Community Engagement

Public liaison: On September 7, 2023, Notice of Application was circulated to City Planning’s official circulation list, including prescribed agencies, as well as advisory committees. On September 7, 2023, Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner*.

Nature of Liaison:

The purpose and effect of this amendment to the Industrial Lands Community Improvement Plan is to implement Municipal Council direction following from the Community Improvement Plans and Financial Incentives Five-Year Review. This includes removing references to the former 1989 Official Plan and old Provincial Policy Statement and replacing them with references to The London Plan and the Provincial Policy Statement, 2020; removing ‘businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses’ and to ‘enhanced transportation and logistics’ uses. Finally, this amendment will delete the Industrial Land Corridor Enhancement Grant Program from the Community Improvement Plan.

Responses: 3 comments were received

Agency/Departmental Comments

Upper Thames River Conservation Authority (UTRCA) – September 14, 2023

As indicated, portions of the lands within the City of London are regulated by the UTRCA and a Section 28 permit application may be required prior to establishing any new development such as industrial uses or any additions to existing industrial uses. Requirements for a Section 28 permit application will be conveyed through the site plan or building permit process if the lands fall within a regulated area. We remind applicants to contact Upper Thames early in the development process to confirm the presence of any potential features and associated requirement.

The UTRCA has no objections to this application.

Bell – September 18, 2023

While we do not have any specific comments or concerns pertaining to this initiative at this time, we would ask that Bell continue to be circulated on any future materials and/or decisions related to this matter.

London Hydro – September 18, 2023

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix “C” – Summary table of proposed changes

Underlined text indicates text additions and ~~strike through~~ text denotes text deletions.

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
Title Page	<u>Amended by City of London Planning and Economic Development April 2024</u>	Addition of notice of amendment to the title page.
Table of Contents	<p>1.0 INTRODUCTION 1.1 Background and Purpose 1.2 Methodology and Consultation 1.3 CIP Content</p> <p>2.0 LEGISLATIVE FRAMEWORK 2.1 Municipal Act, 2001 2.2 Planning Act 2.3 Development Charges Act</p> <p>3.0 POLICY FRAMEWORK 3.1 Provincial Policy Statement, 2014 3.2 Strategic Plan, 2011-2014 3.3 Path to Prosperity Report 3.4 Official Plan 3.4.1 Council Strategic Plan 3.4.2 Vision Statement 3.4.3 Planning Principles 3.4.4 City Structure Policies 3.4.5 Growth Management Policies 3.4.6 Economic Development Strategy 3.4.7 Environmental Strategies Energy Conservation 3.4.8 Industrial Land Use 3.4.9 Urban Design Principles 3.4.10 Community Improvement Policies 3.5 Industrial Land Development Strategy (ILDS) 3.6 Other Community Improvement Plans</p> <p>4.0 CIP GOALS 4.1 Primary Goals 4.2 Secondary Goals</p> <p>5.0 COMMUNITY IMPROVEMENT PROJECT AREA</p> <p>6.0 INCENTIVE PROGRAMS 6.1 Approach 6.2 General Program Requirements 6.3 Industrial Development Charge Grant Program 6.3.1 Purpose 6.3.2 Description 6.3.3 Program Requirements 6.4 Industrial Tax Increment Grant Program 6.4.1 Purpose 6.4.2 Description</p>	<p>All sections are renumbered and renamed to the following Section titles and numbers</p> <p>Removal of references to:</p> <ul style="list-style-type: none"> • The former 1989 Official Plan and Provincial Policy Statement; • ‘Businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses’ and ‘enhanced transportation and logistics’; • The Industrial Corridor Enhancement Grant Program; and, • Outdated City of London documents <p>Addition of references to The London Plan and the 2020 Provincial Policy Statement</p> <p>Addition of references to updated City documents</p> <p>Addition of performance measures, indicators of success, baseline conditions, and targets</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>6.4.3 Program Requirements 6.5 Industrial Corridor Enhancement Grant Program 6.5.1 Purpose 6.5.2 Description 6.5.3 Program Requirements 6.6 Industrial Compatibility Grant/Loan Program 6.6.1 Purpose 6.6.2 Description 6.6.3 Program Requirements</p> <p>7.0 MUNICIPAL LEADERSHIP ACTIONS 7.1 Property Acquisition, Servicing and Disposition 7.2 Marketing 7.3 Promoting Brownfield Redevelopment 7.4 Promoting Industrial Compatibility</p> <p>8.0 MONITORING PROGRAM 8.1 Purpose 8.2 Description 8.3 Program Adjustments</p> <p>9.0 CONCLUSION</p> <p>Table 1 Monitoring Variables</p> <p>APPENDICES A Glossary of Terms and Abbreviations</p> <p><u>1.0 INTRODUCTION</u> <u>1.1 Background and Purpose</u> <u>1.2 Methodology and Consultation</u> <u>1.3 CIP Content</u></p> <p><u>2.0 LEGISLATIVE FRAMEWORK</u> <u>2.1 Municipal Act, 2001</u> <u>2.2 Planning Act</u> <u>2.3 Development Charges Act</u></p> <p><u>3.0 POLICY FRAMEWORK</u> <u>3.1 Provincial Policy Statement, 2020</u> <u>3.2 Strategic Plan</u> <u>3.3 Path to Prosperity Report</u> <u>3.4 The London Plan</u> <u>3.5 Industrial Land Development Strategy (ILDS)</u> <u>3.6 Other Community Improvement Plans</u></p> <p><u>4.0 CIP GOALS</u></p> <p><u>5.0 COMMUNITY IMPROVEMENT PROJECT AREA</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>6.0 INCENTIVE PROGRAMS</u></p> <p><u>6.1 Approach</u></p> <p><u>6.2 General Program Requirements</u></p> <p><u>6.3 Industrial Development Charge Grant Program</u></p> <p><u>6.4 Industrial Tax Increment Grant Program</u></p> <p><u>6.5 Industrial Compatibility Grant/Loan Program</u></p> <p><u>7.0 Measures & Indicators of Success</u></p> <p><u>7.1 determining the Success of the Industrial CIP</u></p> <p><u>8.0 MUNICIPAL LEADERSHIP ACTIONS</u></p> <p><u>8.1 Property Acquisition, Servicing and Disposition</u></p> <p><u>8.2 Marketing</u></p> <p><u>8.3 Promoting Brownfield Redevelopment</u></p> <p><u>8.4 Promoting Industrial Compatibility</u></p> <p><u>9.0 EVALUATION</u></p> <p><u>9.1 Purpose</u></p> <p><u>9.2 Description</u></p> <p><u>9.3 Program Adjustments</u></p> <p><u>9.0 CONCLUSION</u></p> <p><u>APPENDICES</u></p> <p><u>A Glossary of Terms and Abbreviations</u></p>	
1.2 Methodology and Consultation	<p>A number of tasks were completed in order to provide a comprehensive foundation for the preparation of the CIP. These tasks included:</p> <p>a) A project meeting with City Staff in several departments to identify key issues to be addressed by the CIP;</p> <p>b) A review of relevant legislation, and relevant provincial policy and City planning and policy documents;</p> <p>c) A review of best practices utilized by several other Ontario municipalities that have adopted and implemented CIPs that promote the development of previously developed and previously undeveloped industrial land;</p> <p>d) The identification and examination of the key community improvement needs for industrial</p>	<p>Addition of paragraph to reference methodology and consultation for the 2024 amendment of the CIP</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>land in London; e) A key stakeholder consultation meeting; and, f) A public open house. Based on tasks (a) to (d) above, a Draft CIP was prepared. Goals were specified for the CIP, along with delineation of a recommended Community Improvement Project Area. Draft incentive programs and draft municipal leadership actions were developed and included in the CIP to address community improvement needs for industrial land development in London and achieve the goals of the CIP. The Draft CIP was forwarded to City Council on March 25, 2014 and Council authorized the Draft CIP to be released for purposes of consultation. The Draft CIP was presented to the Development Charges External Stakeholder Committee on April 3, 2014 and the Committee provided comments on the Draft Plan. A Public Open House was advertised and held on April 10, 2014. Approximately a dozen people attended the open house. Comments during the open house centered on the use and type of performance criteria for the incentive programs. Two written submissions were also received by the City. Comments received during this consultation exercise were reviewed and utilized along with additional consultation with City staff to finalize the CIP contained herein.</p> <p><u>The City conducted a 5-Year Community Improvement Plans and Financial Incentives Review in 2023. This review prompted an amendment to the Industrial Lands CIP that implemented Municipal Council direction and resulted in a new Industrial Lands CIP that replaced the 2014 Industrial Lands CIP.</u></p>	
1.3 CIP Content	<p>This CIP is divided into the following sections:</p> <ul style="list-style-type: none"> • Section 2.0 provides a review of the legislative framework for the CIP • Section 3.0 provides a review of the policy framework for the CIP • Section 4.0 presents the goals of the CIP 	<p>Addition of bullet point for the new Section 7.0 in CIP and renumbering of following Sections</p> <p>Addition of a more relevant term “evaluation” rather than “monitoring”</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none"> • Section 5.0 describes the Community Improvement Project Area for the CIP • Section 6.0 contains the municipal financial incentive programs designed to help achieve the goals of the CIP • <u>Section 7.0 outlines the measures and indicators of success of the programs contained in the CIP</u> • Section 7.0 <u>8.0</u> outlines the municipal leadership actions designed to complement the incentive programs and help to achieve the goals of the CIP • Section 8.0 <u>9.0</u> contains an <u>evaluation</u> monitoring program designed to assist in monitoring <u>evaluating</u> progress on implementation of the CIP and the economic and other impact of the programs contained in the CIP • Section 9.0 <u>10.0</u> provides a brief conclusion to the CIP <p>Appendix A contains a glossary of key terms and abbreviations used in this CIP.</p>	
2.3 Development Charges Act	<p>Municipalities can also collect development charges as normal at the time of building permit issuance and then provide a grant equal to part or all of the development charges collected. This grant can be provided either at the time of building permit issuance, or once the project is complete. The provision of part or all of a development charges grant after project completion is the approach usually utilized by municipalities when the amount of the development charge reduction (grant) is tied to some performance measure for the project, e.g., investment, job creation or the level of LEED certification <u>sustainability initiatives</u>.</p>	<p>Deletion of the Industrial Corridor Enhancement Grant Program requires removing “the level of LEED certification” and replacing it with “sustainability initiatives”</p>
3.1 Provincial Policy Statement	<p>3.1 Provincial Policy Statement, 2014 The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and provides direction on matters of provincial significance related to land use planning and development. The latest version of the PPS was released on February 24, 2014 and the policies took effect on April 30, 2014. The Planning Act requires that, “decisions affecting</p>	<p>Removal of references to the former Provincial Policy Statement</p> <p>Addition of references to the current Provincial Policy Statement 2020</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>planning matters shall be consistent with policy statements issued under the Act". The vision for land use planning in Ontario in the PPS states that "the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable communities for people of all ages, a clean and healthy environment, and a strong competitive economy". Several policies in the PPS relate to and support the preparation of a CIP for industrial lands in London. For example, Policy 1.2.6.1 relates to land use compatibility and states that major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effect from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities. Conflict between existing industrial opportunity to encourage conflicting industrial uses on remnant parcels to relocate to more stable locations in industrial parks and other industrial areas. Several policies in the PPS support economic development, diversification and planning for employment areas. For example, Policy 1.3.1 of the PPS states that planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none">• Providing for an appropriate mix and range of employment uses to meet long-term needs; and,• Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses. <p>Policy 1.3.2 notes that planning authorities:</p> <ul style="list-style-type: none">• Shall plan for, protect and preserve employment areas for current and future uses;	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none">•Shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;•May plan beyond 20 years for the long-term protection of employment areas. <p>Policy 1.7.1 of the PPS specifies that long-term economic prosperity should be supported by a number of activities, including:</p> <ul style="list-style-type: none">•Promoting opportunities for economic development and community investment-readiness;•Optimization of the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;•Promoting the redevelopment of brownfield sites;•Provision of an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions; and•Promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including distinct energy. <p><u>3.1 Provincial Policy Statement, 2020</u></p> <p><u>The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and provides direction on matters of provincial significance related to land use planning and development. The latest version of the PPS was released and took effect on May 1, 2020. The Planning Act requires that, “decisions affecting planning matters shall be consistent with policy statements issued under the Act”. The vision for land use planning in Ontario in the PPS states that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>for people of all ages, a clean and healthy environment, and a strong competitive economy”.</u></p> <p><u>Several policies in the PPS relate to and support the preparation of a CIP for industrial lands in London. For example, Policy 1.2.6.1 relates to land use compatibility and states that major facilities and sensitive land uses should be planned and developed to avoid, minimize, and mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.</u></p> <p><u>Several policies in the PPS support economic development, diversification and planning for employment areas. For example, Policy 1.3.1 of the PPS states that planning authorities shall promote economic development and competitiveness by:</u></p> <ul style="list-style-type: none"> • <u>Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; and,</u> • <u>Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.</u> <p><u>Policy 1.3.2 notes that planning authorities:</u></p> <ul style="list-style-type: none"> • <u>Shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs;</u> • <u>Shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations;</u> 	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none">• <u>May plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.</u> <p><u>Policy 1.7.1 of the PPS specifies that long-term economic prosperity should be supported by a number of activities, including:</u></p> <ul style="list-style-type: none">• <u>Promoting opportunities for economic development and community investment-readiness;</u>• <u>Optimization of the long-term availability and use of land, resources, infrastructure, and public service facilities;</u>• <u>Promoting the redevelopment of brownfield sites;</u>• <u>Providing for an efficient, cost-effective, reliable multi-modal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people; and</u>• <u>Promoting energy conservation and providing opportunities for increased energy supply.</u>	
3.2 Strategic Plan	<p>3.2 Strategic Plan, 2011 — 2014</p> <p>Council's Strategic Plan defines a new vision for London as the City of Opportunity. One of the key principles of the Strategic Plan is that the City invest wisely to continue to build the community while maintaining a solid financial position. Use of a CIP that provides a comprehensive framework for the promotion of industrial development in London rather than a single exemption under the DC By-law demonstrates fiscal responsibility.</p> <p>One of the key results of Council's Strategic Plan is a strong economy. The Strategic Plan notes that a strong economy is innovative, dynamic, diverse, resilient and where the public and private sector work together to achieve these common goals. This CIP can help to achieve these</p>	<p>Removal of outdated Municipal Council's Strategic Plan section title and content</p> <p>Addition of section title and content for Municipal Council's Strategic Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>economic goals. This CIP contains programs to help stimulate private sector industrial land development and public sector actions designed to ensure an adequate and appropriate future supply of industrial land in London.</p> <p>The Strategic Plan also notes that the key indicators of a strong economy are economic output and jobs. This CIP focuses on these key indicators and incorporates them into the incentive's programs contained in the CIP. The Strategic Plan also recommends building on the City's Industrial Land Development Strategy (ILDS). The ILDS forms the major policy foundation for this CIP. This CIP incorporates sustainable building and planning design into the incentive's programs contained in the CIP.</p> <p><u>3.2 Strategic Plan</u></p> <p><u>Municipal Council's Strategic Plan 2023-2027 defines a new vision for London as a sustainable City. One of the Strategic Plan's Strategic Areas of Focus is that the City will commit to sustainable growth and continued action to address the challenges of environmental sustainability. The Industrial Lands CIP contributes to keeping London a sustainable city through the secondary goal of promoting sustainable and energy efficient planning, site and building design.</u></p> <p><u>One of the outcomes of Municipal Council's Strategic Plan is a London that encourages equitable economic growth and diversification. This can be achieved by increasing economic activity from the core and the greater community. This CIP can help to achieve these economic goals. This CIP contains programs to help stimulate private sector industrial land development and public sector actions designed to ensure an adequate and appropriate future supply of industrial land in London.</u></p> <p><u>The Strategic Plan notes that it will achieve economic growth, culture,</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>and prosperity by attracting talent and becoming a regional hub for economic activity. This CIP reinforces this through the primary goals of increasing employment on industrial land in London by creating new employment opportunities and retaining existing employment.</u></p>	
3.4 The London Plan	<p>3.4 Official Plan</p> <p>An Official Plan provides the general land use framework and policies for a municipality by identifying generally how, where and when a municipality will develop over time. The City of London Official Plan (OP) was adopted by Council in 1989 and is currently being reviewed. The OP contains numerous policies that support and guide preparation of a CIP to promote industrial land development. These relevant policies are discussed below.</p> <p><u>3.4 The London Plan</u></p> <p><u>The London Plan is London's Official Plan, and it provides the policy framework for the municipality by identifying how, where, and when the municipality will develop over time. The London Plan was adopted by Municipal Council in 2016. The London Plan contains numerous policies that support and guide preparation of a CIP to promote industrial land development. These relevant policies are discussed below.</u></p>	<p>Removal of 1989 Official Plan section title and content</p> <p>Addition of The London Plan section title and content</p>
3.4.1 Vision Statement	<p>3.4.1 Council Strategic Plan</p> <p>The key elements of Council's Plan in relation to this CIP were described in a previous section. However, it should be noted that Policy 2.1.5 of the OP specifies that it is the intent of Council to support the Vision and Goals of Council's Strategic Plan through the Official Plan and its implementation mechanisms. These implementation mechanisms include the preparation and adoption of CIPs by the City, and acquisition by the City of land for the purpose of implementing a CIP.</p> <p><u>Vision Statement</u></p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>The vision of The London Plan is 'London 2035: Exciting, Exceptional, Connected' and will be achieved by following the Key Directions which give focus and a clear path to the London envisioned for 2035.</u></p> <p><u>Direction #1 of The London Plan is to plan strategically for a prosperous city. This direction will be executed through the planning strategy that will identify and strategically support existing and emerging industrial sectors. This CIP incorporates the direction through its goals.</u></p> <p><u>Direction #1 of The London Plan also identifies the protection of valuable agricultural land and to build upon London's role as an agri-food industrial hub. This CIP upholds this statement through identified targeted industrial sectors.</u></p>	
3.4.2 Our City Policies	<p>3.4.2 Vision Statement</p> <p>The OP Vision Statement refers to managing growth and change to foster economic development, fulfilling growth related requirements for employment and commerce through the efficient utilization of existing serviced land, and applying urban design objectives and guidelines. This CIP incorporates all of these vision statement goals.</p> <p><u>Our City Policies</u></p> <p><u>The Our City policies in The London Plan are intended to support a compact form of development over the next 20 years that can help us achieve our vision. These policies establish a strategy for growth management. Our City policies 136 and 137 regarding industrial lands specify that industrial development will be encouraged to locate in planned industrial areas. The London Plan includes adequate land within the Urban Growth Boundary to ensure there is an ample supply of strategically-size and located sites for attracting industrial businesses of various kinds. Policy 138 indicates that the City may establish an industrial land development strategy to purchase, develop, and make</u></p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>available industrial lands to attract economic opportunities to London.</u></p> <p><u>Policy 85 of The London Plan encourages non-residential forms of development that represent a greater intensity of use within mixed-use, commercial, industrial, and institutional areas. Policy 102 commits to providing transit services to those industrial areas where high concentrations of workers are employed. These policies support the Industrial Land CIP’s purpose and goals.</u></p>	
3.4.3 Future Industrial Growth Place Type	<p>3.4.3 Planning Principles</p> <p>A number of the planning principles that guide the objectives and policies in the OP are also reflected in this CIP. These include land use planning that promotes compatibility among uses, and attractive, functional and accessible building design.</p> <p><u>Future Industrial Growth Place Type</u></p> <p><u>Future growth Place Types establish City Council’s intent for future urban development on the lands to which they are applied. Future industrial growth place type Policy 1156 notes that the Future Industrial Growth Place Type will be applied where there is an expectation that Industrial Place Types will be assigned to the area in the future, pending further study. In most cases, a secondary plan will be completed to establish where the Heavy Industrial, Light Industrial and Commercial Industrial Place Types will be applied and to plan comprehensively for development of the area. Policy 1157 of The London Plan states that the Future Industrial Growth Place Type will be strategically located to provide development opportunities consistent with the City’s Industrial Land Development Strategy.</u></p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>
3.4.4 Growth Servicing and Financing	<p>3.4.4 City Structure Policies</p> <p>The City Structure policies in the OP describe the range of characteristics associated with the nature and distribution of land uses in the City of London. The City Structure policies</p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>for industrial development (2.4.1 viii) specify that industrial development will be encouraged to locate in planned industrial areas. The use of older industrial areas as a means of encouraging start-up industries is provided for by the OP. Economic growth and diversification shall also be encouraged through opportunities for the creation of business parks at locations outside of traditional older industrial areas.</p> <p>Policy 2.4.1.xiv encourages development that will broaden the distribution and range of employment opportunities in the City. Policy 2.4.1 xvii encourages industrial infill and intensification through new development or redevelopment in the Industrial Land Use designation. Finally, Policy 2.4.1 xxi supports forms of development that are designated to be pedestrian-oriented, supportive of public transit services and within the bounds set by the need to maintain or sustain environmental health, through redevelopment and in planning for areas of new development.</p> <p><u>Growth Servicing and Financing</u></p> <p><u>Planning strategically to manage growth is a vital policy in The London Plan's approach to accomplishing the Vision and Key Directions of The Plan. Policy 166 of The London Plan notes that infrastructure will be planned and directed to service the development patterns and levels of intensity expected based on the City Structure Plan, place type allocation, and the policies of The London Plan. Policy 177 states that growth-related capital costs will be recovered from revenues generated from new development.</u></p>	<p>references to The London Plan</p>
3.4.5 Environmental Strategies – Energy Conservation	<p>3.4.5 Growth Management Policies</p> <p>Responsible growth management is a key element of the City of London's strategic approach to the accomplishment of its OP Vision and Strategic Priorities. Section 2.6.2 of the OP notes that growth will be directed to areas that are suitable for the provision of full municipal services</p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

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	<p>in keeping with the City's long term servicing and financing plans, and that growth related capital costs will be recovered from revenues generated from the new development.</p> <p><u>Environmental Strategies</u></p> <p><u>Policy 58.7 of The London Plan states that the City will practice and promote sustainable forms of development. The Plan also states in policy 475.11 that all public and private development shall require stormwater servicing and shall be designed to promote innovation by encouraging green infrastructure, stormwater attenuation, re-use, and low-impact development.</u></p>	
3.4.6 Industrial Place Types	<p>3.4.6 Economic Development Strategy</p> <p>The City of London Economic Development Strategy is intended to guide economic development planning and decision making over the long term. The Vision in the Economic Development Strategy encourages innovation and investment that will promote a sustainable economy that contributes to employment opportunities and benefits the entire community (policy 2.7.1 of the OP). Policy 2.7.3 of the OP clearly indicates that it is the intent of Council to support the Vision and Goals of the Economic Development Strategy through the OP and its implementing mechanisms.</p> <p><u>3.4.6 Industrial Place Types</u></p> <p><u>The Urban Place Types – Industrial chapter of The London Plan contains Industrial Place Type policies. The London Plan establishes three separate Industrial Place Types: Heavy Industrial, Light Industrial, and Commercial Industrial. These categories differ based on the range of permitted uses the potential impacts such uses, or processes would have on adjacent areas, and the scale and intensity of development allowed. The intent of The London Plan is to group industrial uses to maximize their compatibility</u></p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>and minimize any negative impacts on nearby residential or other sensitive land uses.</u></p> <p><u>The London Plan will realize the vision for the Industrial Place Types by implementing the following planning practices:</u></p> <ul style="list-style-type: none"> • <u>Separate heavy and light industrial uses to avoid land use conflicts;</u> • <u>Plan for industrial lands in strategically attractive locations;</u> • <u>Promote a broad industrial land base in the City of London through the provision of a wide choice of locations, lot sizes, services, and street and rail access to accommodate a wide range of target industrial sectors and industrial uses;</u> • <u>Extend services to maximize opportunities while growing in an efficient and cost-effective way;</u> • <u>Implement a long-term industrial land development strategy;</u> • <u>Develop industrial parks that have strong amenities for employees and attractive settings for industrial investment;</u> • <u>Establish facilities and industrial-related centres of excellence that create a competitive industrial advantage for London and support the growth of industrial sectors;</u> • <u>Capitalize upon our proximity to the 401 and 402 highway corridors;</u> • <u>Improve the aesthetic quality and character of the Highway 401 and 402 corridors;</u> • <u>Beautify the Veterans Memorial Parkway, creating a strong linkage of industrial opportunity between the airport and Highway 401;</u> • <u>Create strong north-south connections on the eastern and western extremities of the city;</u> 	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none">• <u>Protect and enhance London’s freight rail services;</u>• <u>Ensure that we do not undermine our critical Downtown office market by allowing for large amounts of non-accessory office development outside of the core;</u>• <u>Coordinate with other municipalities within our southwestern Ontario region to develop mutually beneficial infrastructure;</u>• <u>Keep most commercial uses out of our Heavy and Light Industrial Place Types;</u>• <u>Direct commercial uses that do not fit well within our commercial and mixed-use place types to identified Commercial Industrial areas;</u>• <u>Prepare a community improvement plan where one is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason; and,</u>• <u>City Council may prepare secondary plans or guidelines that allow for the development of industrial areas in a coordinated fashion.</u> <p><u>The Industrial Lands CIP includes incentive programs and municipal leadership actions that support The London Plan objectives for the Industrial Lands Place Types.</u></p>	
3.4.7 Form Policies	<p>3.4.7 Environmental Strategies—Energy Conservation</p> <p>Policy 2.9.3. xvi of the OP states that the City will promote energy conservation and improved air quality by incorporating energy conservation measures into site design, and into the design, construction and renovation of buildings, including the application of L.E.E.D. certification standards. This CIP includes an incentive that addresses this goal.</p> <p><u>Green Industrial Development</u></p>	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>The Green Industrial Development section of the Place Type Policies chapter of The London Plan contains policies related to green development practices that will be incorporated into the development of new industrial parks and the redevelopment of existing industrial parks. These green development policies are to be used as a guideline in the review of development proposals. A number of green development practices that will be considered in the design of industrial parks include:</u></p> <ul style="list-style-type: none">• <u>Rainwater harvesting and greywater usage for irrigation and other purposes;</u>• <u>Recycled building materials;</u>• <u>Secure bicycle lock-up facilities, showers and lockers;</u>• <u>Pervious paving treatments, where appropriate;</u>• <u>Re-use of waste heat within the same building that produces this heat, or in surrounding buildings; and,</u>• <u>White roofs and green roofs.</u> <p><u>Furthermore, Policy 1125.1 of The London Plan notes that City Council may prepare urban design guidelines to establish design goals and direction for new industrial development.</u></p>	
3.4.8 Community Improvement Plans Policies	<p>3.4.8 Industrial Land Use Section 7 of the OP contains the Industrial Land Use designation policies. Industrial land uses in the OP are separated into three categories: General Industrial, Light Industrial, and Official Business Park. These categories are different on the basis of the range of main permitted uses or industrial processes, the potential impacts such uses, or processes would have on adjacent areas, and the scale and intensity of development allowed. The intent of the OP is to group industrial uses so as to maximize their compatibility and minimize any negative impacts on nearby residential or other sensitive land uses. The OP stresses the following objectives for all industrial designations:</p> <ul style="list-style-type: none">• Designate sufficient industrial land to accommodate growth	<p>Removal of section title and content with references to 1989 Official Plan</p> <p>Addition of section title and content with references to The London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>anticipated during the planning period, including an adequate supply of available serviced land and an allowance for sufficient choice in terms of location, size of properties, services, and road and rail access;</p> <ul style="list-style-type: none">• Promote an aesthetically pleasing form of development along major road and rail entrances to the City;• Minimize any potentially adverse impacts from industrial development on surrounding land uses;• Encourage industrial uses to located in industrial parks;• Encourage an efficient utilization of land within industrial areas;• Develop office business parks that will provide appropriate locations for industries in the fields of research, advanced technology, and applied medicine; <p>Provide opportunities within existing industrial areas for the introduction of new industries that are compatible with existing and surrounding land uses; and,</p> <ul style="list-style-type: none">• Support the implementation of the City of London Economic Development Strategy. <p>This CIP has been developed to include incentive programs and municipal leadership actions that support these OP objectives.</p> <p><u>3.4.8 Community Improvement Plans Policies</u></p> <p><u>The Community Improvement Plans section under the Our Tools chapter of The London Plan contains comprehensive CIP policies. Policy 1727 states that community improvement is intended to:</u></p> <ul style="list-style-type: none"><u>• Stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity;</u>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none">• <u>Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses; and,</u>• <u>Facilitate and promote community economic development.</u> <p><u>All of these criteria apply to industrial development in various parts of the city.</u></p> <p><u>Policy 1728 notes that to identify an area for community improvement, City Council shall consider the following criteria:</u></p> <ul style="list-style-type: none">• <u>Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment, expansion or development to better utilize the land base;</u>• <u>A demonstrated interest in community improvement by the private firms within an area;</u>• <u>Known or suspected areas of environmental contamination; and,</u>• <u>Other significant environmental, social or community economic development reasons for community improvement.</u> <p><u>These considerations are applicable to the purpose and goals of the Industrial Lands CIP.</u></p> <p><u>Policy 1726 describes community improvement plans as being intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve the physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private and/or public investment to achieve the</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>vision, key directions and policies in The London Plan.</u></p> <p><u>In summary, the Community Improvement Plans Policies in The London Plan enable and strongly support designation of a city-wide community improvement project area to promote industrial land development, with a focus on the economic development objectives outlined in the City’s ILDS, and the Place Type, City Design, and Energy Strategy objectives outlined in The London Plan. The Industrial Lands CIP supports these community improvement plan policies in The London Plan.</u></p>	
3.4.9 Urban Design Principles	<p>3.4.9 Urban Design Principles</p> <p>Section 11 of the OP contains urban design principles related to visual character, aesthetics and compatibility of land use. These urban design principles are to be used as a guideline in the review of development proposals. A number of these urban design principles are directly relevant to this CIP. These include:</p> <ul style="list-style-type: none"> • The promotion of a high standard of design for buildings to be constructed in strategic or prominent locations such as along the major entryways to the City, including the Highway 401/402 and Veterans’ Memorial Parkway (VMP) corridors; • The relocation or replacement of incompatible land uses and the redevelopment of derelict properties will be encouraged; • Landscaping should be used to conserve energy and water, enhancing the appearance of building setbacks and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets; and, • Gateways may be created through the placement of buildings, landscape features, or the design and architecture of the buildings or structures 	Section is deleted in its entirety

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>themselves that frame or create the gateway or entrance.</p> <p>Furthermore, Policy 11.1.2 of the OP specifically identifies the preparation and implementation of CIPs as a means for Council to promote application of the urban design principles contained in the OP.</p>	
3.4.10 Community Improvement Policies	<p>3.4.10 Community Improvement Policies (refers to Section 14 of OP as amended)</p> <p>Section 14 of the OP contains comprehensive Community Improvement policies. Section 14.2.1 indicates that the selection of areas eligible for commercial or industrial community improvement is based on a number of criteria, including: • Older areas of predominantly commercial or industrial use, which are potentially stable and viable; • Land use problems associated with incompatible uses or an under-utilization of land, which detracts from the functioning and viability of the area; and, • A demonstrated interest in community improvement by the private firms within an area. All of these criteria apply to industrial development in various parts of the city. Policy 14.2.2 notes that Council may designate by by-law, “Community Improvement Project Areas” anywhere in the city. This policy identifies certain areas within the city that are eligible for different types of community improvement, with eligible industrial areas for community improvement being: a) Several older industrial areas of the City which have been delineated on the basis of their age and potential benefit from coordinated physical improvements; b) The area in proximity to London International Airport generally east of Airport Road and north of the C.P.R. and designated for industrial development; c) All lands designated for industrial use in the city; and, d) Brownfield sites including vacant or underutilized lands and buildings located within the Urban Growth Area that have been contaminated as a result of previous development activity. Policy 14.2.3 identifies a number of factors that will</p>	Section is deleted in its entirety

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	<p>be considered in the selection and phasing of “Community Improvement Project Areas”. These factors include land deemed by Council to be worthy of consideration to promote environmental, social and community economic development. Section 14.3 describes various initiatives that Council can undertake to implement CIPs. Policy 14.3.3 deals specifically with community improvement in industrial areas and states that Council may: encourage development, redevelopment, rehabilitation and/or adaptive reuse of properties or buildings for industrial uses in conformity with a community improvement plan through the provision of financial incentives, land acquisition, or other programs and policies to encourage industrial development in designated Community Improvement Project Areas. Furthermore, Policy 14.3.3 specifies that the purpose of industrial land community improvement can include: • Development and redevelopment city wide; • Support of sustainable development objectives and environmental, social, and community economic development objectives; and, • Support of the economic development objectives outlined in the City’s Industrial Land Development Strategy (ILDS). In summary, the Community Improvement Policies in the City’s OP enable and strongly support designation of a city-side community improvement project area to promote industrial land development, with a focus on the economic development objectives outlined in the City’s ILDS, and the planning, urban design and sustainable development objectives outlined in the OP. This CIP has been developed to support these key community improvement objectives for industrial land development in the City of London OP.</p>	
3.5 Industrial Land Development Strategy (ILDS)	<p>3.5 Industrial Land Development Strategy (ILDS)</p> <p>The City’s ILDS notes that in recent years, London’s economy has been negatively affected by several inter-related economic forces that are well beyond the City’s control. These</p>	<p>Removal of section with references to outdated Industrial Lands Development Strategy</p> <p>Addition of section with references to the updated</p>

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	<p>economic forces include fundamental shifts in the traditional economy such as the 2008 United States and global economic downturns; intense manufacturing competition from abroad; the decline of the automotive manufacturing sector, the consolidation of companies and their movement and concentration of headquarter offices into a few major cities across the country; and the concentration of immigration to Canada's major urban centres of Vancouver, Calgary, Toronto and Montreal. London has recently lost several major industrial employers. These economic challenges have resulted in persistently high unemployment in the London region, including rates of over 9% during early 2013. The globalization of trade and industry means that London is now in greater competition with other municipalities from across the province, country, and world for the attraction and retention of industrial companies and a top workforce.</p> <p>The City's first ILDS was prepared in 2001. The 2001 ILDS guided the City in its planning, acquisition, servicing and marketing of industrial land. This in turn, allowed the growth of the industrial sector in London. However, in addition to the economic forces described above, London is now faced with an inadequate supply of appropriately sized, located, and serviced industrial land able to capitalize on major employment growth opportunities and meet the needs of prospective industrial enterprises. Since 2001 there have also been shifts in the City's targeted industrial sectors, and the land, servicing, and design requirements of these sectors. The LEDC identified a number of strategic target industrial sectors. These include:</p> <ul style="list-style-type: none">• Advanced manufacturing including:<ul style="list-style-type: none">o Renewable and clean technology; oAutomotive;o Agri-food/Food Processing; and, oDefence and Aerospace;• Life and Health Sciences;• Information Technology and Digital Media;	Industrial Land Development Strategy

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	<p> <ul style="list-style-type: none"> Enhanced Transportation and Logistics; and, Research and Development. </p> <p> Based on pervasive economic challenges and shifts in the City's targeted industrial sectors and their land, servicing, and design needs, the City determined that it needed to update its 2001 ILDS in order to: a) Accelerate the City's economic revitalization; and b) Meet the changing needs of prospective industries in strategically important target sectors. </p> <p> The City's new ILDS was approved by Council on April 1, 2014. The new ILDS is a comprehensive strategy that consists of the following six main strategies: <ol style="list-style-type: none"> Establishing an active role for the City in Planning for, developing and selling industrial land; Identifying the needs of industrial target sectors; Ensuring an adequate supply of industrial land; Establishing plans to deliver investment-ready lands; Market London's industrial lands aggressively on an international stage; and, Marking London attractive to a high quality, skilled labour force and, in turn, more attractive to industrial investment. </p> <p> The City's new ILDS forms a primary foundation of this CIP. The primary rationale for both the ILDS and this CIP is economic rehabilitation, revitalization and development through the effective and efficient use of industrial land to create employment opportunities. Therefore, the CIP has been designed to help implement the strategies contained in the ILDS. For example, the incentive programs contained in this CIP will enhance London's efforts to market industrial lands on an international stage (as well as a local and national stage) and will help to make London more attractive to industrial investment, i.e., strategies 5 and 6 above. The municipal leadership actions contained in this CIP also </p>	

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	<p>support strategies 1, 3, 4 and 5 in the ILDS.</p> <p>The City's role in industrial land development is to ensure an adequate supply of industrial land but also to help ensure that supply is effectively used and developed to increase investment, and jobs, create better planned work environments, and sustainable use of industrial land and buildings. The City has had a Brownfield CIP in place since 2006. This CIP addresses previously developed industrial lands. Because of their historical location in built-up areas that also include residential and other sensitive land uses, many of these brownfield sites are now transitioning to non-industrial uses as they are redeveloped, and therefore, the supply of previously developed industrial land available for industrial redevelopment is shrinking. Therefore, the City's ability to promote economic rehabilitation, revitalization, job creation and the sustainable use of industrial land and buildings would be seriously compromised if the City focused its community improvement planning efforts only on previously developed land.</p> <p>The ILDS identified that the current supply of vacant and serviced industrial land is not well aligned with the location, size and servicing requirements of prospective industrial enterprises. Furthermore, experience in London has shown that the private sector is unlikely to take a leadership role in developing industrial land in London. Therefore, the ILDS identifies a significant need for the City to maintain its active role in the planning, acquisition, servicing, and marketing of industrial land.</p> <p>The ILDS recommends the City maintain a 10 year supply (200 ha.) of vacant serviced industrial land, with 180 ha of this serviced land in strategic locations within reasonable proximity to major highway corridors. Chapter 7.0 of the ILDS contains a strategy for the City acquisition and development of industrial land which includes a location strategy and</p>	

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	<p>criteria for the acquisition of additional City-owned lands. The Municipal Leadership Actions contained in Section 8.0 of this CIP support the City strategy for acquisition and development of industrial land in the ILDS.</p> <p>The ILDS also sets out to plan to deliver market ready industrial land. Chapter 8.0 of the ILDS identifies a number of actions to deliver market ready industrial land. These include an expected planning process, a financial plan, collaboration with partners, and consideration of alternative models for public management of industrial land. Furthermore, Chapter 9.0 of the ILDS contains a strategy to aggressively market London's industrial land and high quality of life.</p> <p>Finally, Chapter 10 of the ILDS specifically recommends that a CIP be prepared and adopted to further industrial development in London. The ILDS specifies that the CIP may contain grants and loans to promote industrial development, and that the City may acquire, hold, prepare sell, lease, or otherwise dispose of land for industrial purposes.</p> <p><u>3.5 Industrial Land Development Strategy (ILDS)</u></p> <p><u>The Industrial Land Development Strategy (ILDS) has been a successful strategy for the City of London to guide industrial land development. It has also led to an increase in attracting supplier companies and other investments that generate spin-off benefits for those living and working in London. The City of London's first ILDS was prepared in 2001 which guided the City in its planning, acquisition, servicing, and marketing of industrial land. The successes of industrial land development following the 2001 ILDS caused there to be an inadequate supply of appropriately sized, located, and serviced industrial land by 2014. The consecutive ILDS introduced targeted industrial sectors which were the focus of attraction, retainment,</u></p>	

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	<p><u>and sale of municipally owned industrial land. The ILDS was most recently updated in 2023 to re-evaluate and refresh action items, direct investment, focus servicing and expand targeted industrial base for the next decade.</u></p> <p><u>The current ILDS notes that the City of London is facing many challenges, several originating as spin-off effects from the COVID-19 pandemic. Despite these challenges, inquiries for industrial land have continued to remain steady as companies look at the longer-term horizon. The Province of Ontario declared a public health emergency due to the COVID-19 pandemic resulting in stay-at-home orders and sporadic workplace closures. During the COVID-19 pandemic the unemployment rate in London reached an annual high of 8.2% for 2020. Comparatively, the annual unemployment rate in 2020 reached 9.6% for the Province of Ontario and 9.5% in Canada. Manufacturing sales have grown steadily amid the COVID-19 pandemic, but the manufacturing industry is one of the sectors in Ontario that is most in need of labour — after the hospitality, health care, and retail sectors. Almost 10% of the provinces nearly 390,000 job openings are in the manufacturing sector. A survey conducted by the Elgin Middlesex Oxford Workforce Planning and Development Board, a workforce development agency, found that 64% of businesses were having a hard time filling job vacancies in 2021.</u></p> <p><u>The City of London is also facing other challenges like supply chain disruption. The leading contributing factors to worsened supply chain challenges have been increased delays in deliveries; increased prices of inputs, products, or supplies; and supply shortages that resulted in fewer inputs, products, or supplies being available. In Q2 2022, over 70% of manufacturing businesses reported that supply chain challenges have worsened over the past year,</u></p>	

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	<p><u>and they expect continued challenges for at least the next three months. The ILDS was updated in 2014 to address an inadequate supply of appropriately sized, located, and serviced industrial land. At that time, there was a growing trend toward industrial companies selecting larger sites to allow for greater consolidation activity and to allow for easier future expansions of their operations. Since then, there have been numerous inquiries for 4-to-8-acre parcels for small- and medium-sized industrial operations. Thus, following the 2023 ILDS there must be a greater focus on a variety of parcel sizes with emphasis on the availability of 4-to-8-acre parcels. The 2023 ILDS is based on the premise that London needs to continue to compete aggressively and directly in the attraction of industrial growth. To accomplish this, renewed investment in planning, servicing, and municipal land development is required.</u></p> <p><u>Based on pervasive shifts in the City's targeted industrial sectors and their land, servicing, and design needs, the City stated that the role of the ILDS is to help it stay investment ready and remain in its competitive position.</u></p> <p><u>The ILDS identifies 5 Goals which are further organized into multiple Priority Actions to implement the Goals. These Goals and Priority Actions are as follows:</u></p> <ol style="list-style-type: none">1. <u>Invest in developing an inventory of shovel-ready sites;</u><ol style="list-style-type: none">a. <u>Purchase lands that are suited to the needs of our targeted industries</u>b. <u>Develop lands, including budgeting, planning, and executing development of sites</u>c. <u>Ensure that Urban Growth Boundary expansions align with the land needs requirements of our targeted industries</u>2. <u>Attract targeted industries;</u><ol style="list-style-type: none">a. <u>Identify targeted industries</u>	

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	<ul style="list-style-type: none">b. <u>Highlight targeted industry land needs and infrastructure requirements</u>c. <u>Ensure that Community Improvement Plan incentive programs continue to remain relevant to the needs of the City's industries</u> <p>3. <u>Attract talent;</u></p> <ul style="list-style-type: none">a. <u>Position London as a great place to work</u>b. <u>Position London as a great place to live</u>c. <u>Position London as a great place to stay</u> <p>4. <u>Continuous support for business retention and expansion; and,</u></p> <ul style="list-style-type: none">a. <u>Continuation of the enterprise-wide ILDS Implementation Team</u>b. <u>Prioritize improvements to internal processes and policies</u> <p>5. <u>Work with partners to continue increasing economic development potential.</u></p> <ul style="list-style-type: none">a. <u>Establish Post-Secondary Education Training to ensure continuous supply of skilled workforce</u>b. <u>Seek Federal and Provincial funding partnerships as appropriate.</u> <p><u>The City's ILDS is a primary foundation of this CIP. The primary rationale for both the ILDS and this CIP is economic rehabilitation, revitalization, and development through the effective and efficient use of industrial land to create employment opportunities. Therefore, the CIP has been designed to help implement the strategies contained in the ILDS. For example, the incentive programs contained in this CIP will enhance London's efforts to market industrial lands on an international stage (as well as a local and national stage) and will help to make London more attractive to industrial investment.</u></p> <p><u>The City's role in industrial land development is to ensure an</u></p>	

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	<p><u>adequate and appropriate supply of industrial land but also to help ensure that supply is effectively used and developed to increase investment, and jobs, create better planned work environments, and sustainable use of industrial land and buildings.</u></p> <p><u>The City has had a Brownfield CIP in place since 2006. This CIP addresses previously developed industrial lands. The City currently has an adequate supply of marketable land that meets the demands of London’s targeted industrial sectors; however, it is forecast that this will fall below the targeted supply of land by 2025 and the timeline to acquire, zone, design, and construct industrial subdivisions is three to five years. Therefore, the City’s ability to promote economic rehabilitation, revitalization, job creation and the sustainable use of industrial land and buildings would be seriously compromised if the City focused its community improvement planning efforts only on previously developed land.</u></p> <p><u>The ILDS recommends the City develop and maintain a minimum 494 acre (200 hectare), 10-year supply of vacant, serviced, market-ready industrial land at strategic locations. This 10-year sustainable supply will be of various parcel sizes that meet the needs of our target sectors. Section 3.2.1 of the ILDS contains an objective and priority actions for the City to invest in developing an inventory of shovel-ready sites. The priority action includes purchasing lands that are suited to the needs of our targeted industries; developing lands, including budgeting, planning, and executing development of sites; and, ensuring that Urban Growth Boundary expansions align with the lands needs requirements of the City’s targeted industries. The Municipal Leadership Actions contained in Section 8.0 of this CIP supports the City strategy for acquisition and development of industrial land in the ILDS.</u></p> <p><u>Finally, Section 3.3 of the ILDS sets out a plan to attract targeted industries. This can be achieved</u></p>	

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	<p><u>through Priority Action 2.3 specified in the ILDS. The Priority Action suggests ensuring that Community Improvement Plan incentive programs continue to remain relevant to the needs of the City’s industries. The ILDS also specifies that the City supports industrial businesses to allow for retention and expansion of targeted industries. This includes providing information on grants and loans, connecting businesses to resources available through educational and training institutions, facilitating expansion opportunities, and improving infrastructure where appropriate.</u></p>	
3.6 Other Community Improvement Plans	<p>3.6 Other Community Improvement Plans</p> <p>The City of London has made significant use of CIPs in the past with the preparation and adoption of six different CIPs:</p> <ul style="list-style-type: none"> • Airport Road CIP; • Brownfield CIP; • Downtown CIP; • Heritage CIP; • Old East CIP; and, • SOHO CIP. <p>The Downtown, Old East and SOHO CIPs apply to specific commercial areas (Downtown and Old East) or mixed-use neighbourhoods (SOHO) in the city. These CIPs contain incentives (loans, tax increment grants and DC grants) to promote various forms of commercial and mixed-use building upgrades and façade improvement. The Heritage CIP applies to the entire city and include a tax increment grant and DC grant to promote the preservation and rehabilitation of a designated heritage building/structure. The Brownfield CIP applies to all lands within the Urban Growth Boundary and includes an environmental study grant program, and a tax increment grant program and DC grant program that promotes the environmental remediation and redevelopment of brownfield sites. The Airport Road CIP applies to the London International Airport and adjacent industrial park lands. The Airport Road CIP contains a tax increment grant targeted to the</p>	<p>Removal of Section 3.6</p> <p>Addition of Section 3.6 with references to all current City of London CIPs</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>aerospace and air transportation sectors.</p> <p>The incentive programs in only two of the above-noted CIPs (Tax Increment Grant and DC Grant in the Brownfield CIP, and the Tax Increment Grant in the Airport Road CIP) would potentially have any overlap with the incentive programs contained in this CIP. Eligible applicants can apply for one, more or all of the incentive programs contained in this CIP and incentive programs contained in other applicable CIPs. However, in order to avoid “double dipping” (use of two or more incentive programs to pay for the same eligible cost), if an applicant is eligible to apply for the same program type (tax increment grant, DC grant/rebate), under the Industrial Lands CIP and any other applicable CIP, the applicant can apply for that type of program under only one CIP. For example, if an applicant is eligible for both the Brownfield Tax Increment Equivalent Grant contained in the Brownfields CIP and the Industrial Tax Increment Grant contained in this CIP, the applicant can apply for only one of these programs. Furthermore, the total of all grants, loans and tax assistance provided in respect of the particular lands and buildings for which an applicant is making application under the programs contained in this CIP and any other applicable CIPs shall not exceed the eligible costs of the improvements to those particular lands and buildings under all applicable CIPs.</p> <p><u>3.6 Other Community Improvement Plans</u></p> <p><u>The City of London has made significant use of CIPs in the past with the preparation and adoption of twelve different CIPs:</u></p> <ul style="list-style-type: none">• <u>Affordable Housing CIP;</u>• <u>Airport Area CIP;</u>• <u>Brownfield CIP;</u>• <u>Heritage CIP;</u>• <u>Industrial CIP;</u>• <u>Argyle Core Area CIP;</u>• <u>Core Area CIP;</u>• <u>Downtown CIP;</u>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none"> • <u>Hamilton Road CIP;</u> • <u>Lambeth Area CIP;</u> • <u>Old East Village CIP; and,</u> • <u>SOHO CIP.</u> <p><u>The Argyle Core Area, Core Area, Downtown, Hamilton Road, Lambeth Area, Old East Village, and SoHo CIPs apply to specific areas in the city where commercial activity and mixed-used neighbourhoods are located. These CIPs contain financial incentives in the form of grants and loans to promote commercial and mixed-use building upgrades and façade improvements.</u></p> <p><u>The Heritage CIP applies to the entire city and includes a tax increment grant and DC grant to promote the preservation and rehabilitation of a designated heritage building/structure.</u></p> <p><u>The Brownfield CIP applies to all lands within the Urban Growth Boundary and includes an environmental study grant program, and a tax increment grant program and DC grant program that promotes the environmental remediation and redevelopment of brownfield sites.</u></p> <p><u>The Airport Area CIP applies to the London International Airport and adjacent industrial park lands. The Airport Area CIP contains a tax increment grant targeted to the aerospace and air transportation sectors.</u></p> <p><u>The Affordable Housing CIP applies to the entire city and includes an Affordable Housing development Loan Program and an Additional Residential Unit Loan Program.</u></p> <p><u>The incentive programs in only two of the above-noted CIPs (Tax Increment Grant and DC Grant in the Brownfield CIP, and the Tax Increment Grant in the Airport Road CIP) would potentially have any overlap with the incentive programs contained in this CIP. Eligible applicants can apply for one, more or all the incentive programs contained in this CIP and incentive programs contained in other</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<u>applicable CIPs. However, to avoid “double dipping” (use of two or more incentive programs to pay for the same eligible cost), if an applicant is eligible to apply for the same program type (tax increment grant, DC grant/rebate), under the Industrial Lands CIP and any other applicable CIP, the applicant can apply for that type of program under only one CIP. For example, if an applicant is eligible for both the Brownfield Tax Increment Equivalent Grant contained in the Brownfields CIP and the Industrial Tax Increment Grant contained in this CIP, the applicant can apply for only one of these programs. Furthermore, the total of all grants, loans and tax assistance provided in respect of the lands and buildings for which an applicant is making application under the programs contained in this CIP and any other applicable CIPs shall not exceed the eligible costs of the improvements to those lands and buildings under all applicable CIPs.</u>	
4.0 CIP Goals	4.0 CIP GOALS Based on the comprehensive policy review described above and consultation with City Staff and key industrial land development stakeholders throughout the ILDS and CIP processes, numerous community improvement needs for industrial land development in London were identified and examined. Similar community improvement needs were identified in the review of best practices utilized by several other municipalities in Ontario to promote industrial development on previously developed and previously undeveloped industrial lands. The critical community improvement needs for industrial land development in London were then translated into primary and secondary goals for this CIP. The most important policy document guiding the identification of the goals for this CIP is the City’s new ILDS. Considerable weight has also been given to the policy direction provided in the City’s OP and other key City and provincial planning and economic development policy documents. The goals of the CIP were then used to guide development of the incentive programs and municipal leadership actions	Removal of Section 4.0 with outdated CIP goals and references to the 1989 Official Plan Addition of Section 4.0 with new updated CIP goals and objectives and references to the London Plan

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>contained in this CIP. Primary goals are those that were of paramount importance and primarily guided the development of the incentive programs and municipal leadership actions contained in this CIP. The secondary goals, while also very important, were utilized to guide enhancements to the incentive programs and municipal leadership actions that already meet the primary goals of the CIP. The goals of the London Industrial Lands CIP are as follows:</p> <p>4.1 Primary Goals</p> <ul style="list-style-type: none">• Promote economic rehabilitation, revitalization, economic diversification, economic development and prosperity in London;• Improve the market attractiveness and competitiveness of industrial land in London;• Increase investment in industrial land development in London;• Increase employment on industrial land in London by creating new employment opportunities and retaining existing employment;• Ensure an adequate supply of serviced and appropriately sized and located industrial land in London;• Increase the long-term industrial assessment based and industrial land property tax revenues;• Facilitate and promote the development and redevelopment of industrial land in London in conformity with the servicing, growth management, and other policies in the City's Official Plan;• Ensure that financial incentive programs used to promote industrial development are transparent accountable, financial incentive programs used to promote industrial development are transparent, accountable, financially sustainable, and that the effectiveness of these programs is monitored; and,• Ensure that growth related capital costs are recovered from revenues generated by new development. <p>4.2 Secondary Goals</p> <ul style="list-style-type: none">• Where necessary and possible, relocated incompatible industrial land uses to more stable industrial lands;• Where appropriate, promote the redevelopment of brownfield sites for industrial use'• Promote sustainable and energy efficient planning, site and building design, and enhanced	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>landscaping for industrial development and redevelopment in London; • Improve the design of industrial buildings constructed in strategically important locations such as the Highway 401/402 corridor and the VMP corridor; • Meet the land development needs of targeted industrial sectors; • Retain and attract businesses in targeted industrial sectors; • Increase employment in targeted industrial sectors and broaden the range of employment opportunities available in London; • Promote industrial development that includes enhanced amenities for employees; and, • Aggressively market London's industrial lands.</p> <p>4.0 Goals & Objectives <u>Based on the comprehensive policy review described above and consultation with City Staff and key industrial land development stakeholders throughout the ILDS and CIP processes, numerous community improvement needs for industrial land development in London were identified and examined. Similar community improvement needs were identified in the review of best practices utilized by several other municipalities in Ontario to promote industrial development on previously developed and previously undeveloped industrial lands. The critical community improvement needs for industrial land development in London were then translated into primary and secondary goals for this CIP. The most important policy document guiding the identification of the goals for this CIP is the City's new ILDS. Considerable weight has also been given to the policy direction provided in the London Plan and other key City and provincial planning and economic development policy documents. The goals of the CIP were then used to guide development of the incentive programs and municipal leadership actions contained in this CIP. The overarching vision and strategic focus of this CIP, which has guided the formulation of its goals, is to foster economic rehabilitation, diversification, development,</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>revitalization, and prosperity in London. The goals of the London Industrial Lands CIP are as follows:</u></p> <ol style="list-style-type: none"> 1. <u>Adequate Supply of Industrial Land</u> <ul style="list-style-type: none"> • <u>Maintain a 10-year supply of shovel-ready industrial land in prime strategic locations ensuring London is competitively situated to attract industrial investment.</u> • <u>Where necessary and possible, relocated incompatible industrial land uses to more stable industrial lands.</u> • <u>Where appropriate, promote the redevelopment of brownfield sites for industrial use’.</u> 2. <u>Attract Targeted Industries to Industrial Lands</u> <ul style="list-style-type: none"> • <u>Ensure that financial incentive programs used to promote industrial development are transparent, accountable, financially sustainable, and that the effectiveness of these programs is monitored.</u> • <u>Retain and attract businesses in targeted industrial sectors by highlighting the benefits London can provide for targeted industrial prospects.</u> • <u>Improve the market attractiveness and competitiveness of industrial land in London.</u> 3. <u>Support Expanding Businesses</u> <ul style="list-style-type: none"> • <u>Continue to support existing industries after they have established themselves in London by providing quality service, facilitating expansion opportunities, and improving infrastructure where possible.</u> 	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none"> • <u>Improve the design of industrial buildings constructed in strategically important locations such as the Highway 401/402 corridor, the Veterans Memorial Parkway corridor, and airport.</u> • <u>Promote sustainable and energy efficient planning, site and building design, and enhanced landscaping for industrial development and redevelopment in London.</u> <p>4. <u>Attract Talent to London's Industrial Sector</u></p> <ul style="list-style-type: none"> • <u>Increase employment on industrial land in London by creating new employment opportunities and retaining existing employment.</u> • <u>Continue to make London an attractive city to live and work in order to draw skilled labour to London and make London's workforce talent pool highly attractive for future investments.</u> • <u>Leverage relationships with our major educational partners to address the needs of their student populations, ensuring a higher retention of graduates in London, including those from international backgrounds.</u> <p>5. <u>Promote Economic Growth for the City</u></p> <ul style="list-style-type: none"> • <u>Facilitate and promote the development and redevelopment of industrial land in London in conformity with the servicing, growth management, and other policies in the London Plan.</u> 	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none"> • <u>Increase long-term industrial assessment land values and industrial land property tax revenues.</u> • <u>Ensure that growth related capital costs are recovered from revenues generated by new development.</u> 	
Section 5.0 Community Improvement Project Area	<p>5.0 COMMUNITY IMPROVEMENT PROJECT AREA</p> <p>In accordance with Section 28(2) of the Planning Act, if a municipality has community improvement policies in its official plan, that municipality may, by by-law designate the whole or any part of the area covered by their official plan as a community improvement project area. The City of London OP <u>London Plan</u> covers the entire municipality, and the OP <u>London Plan</u> contains Community Improvement policies that permit designation of the entire municipality as a community improvement project area for industrial land.</p> <p>Section 28(3) of the Planning Act allows a municipality to acquire, hold, clear, grade and otherwise prepare land for community improvement within a designated community improvement project area once the community improvement plan for that area comes into effect. Section 28(6) of the Planning Act allows a municipality implementing a CIP that has come into effect to undertake the following actions within the community improvement project area as long as these actions are in conformity with the CIP.</p> <ol style="list-style-type: none"> Sell, lease, or otherwise dispose of any land and buildings acquired or held by the municipality; and, Construct, repair, rehabilitate or improve buildings on land acquired or held by the municipality. <p>The challenges facing industrial land development in London are not restricted to certain industrial areas or types of industrial land. Furthermore, the planning and economic development goals of this CIP apply to industrial lands spread across the</p>	<p>Removal of references to 1989 Official Plan</p> <p>Addition of references to the London Plan</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	city. Therefore, in order to properly address the community improvement needs for industrial development in London and in order to successfully achieve the goals of this CIP for all industrial land in London, it is recommended that the Community Improvement Project Area for the City of London Industrial Lands CIP be designated as the entire geographic area of the City of London. However, in order to ensure that the incentive programs contained in this CIP conform to both the Planning Act and the policies of the City of London OP <u>London Plan</u> , the incentive programs in this CIP will apply only to lands designated for industrial land use within the City’s Urban Growth Boundary, as amended from time to time.	
Section 6.1	The financial incentive programs contained in this CIP were developed to address the economic and planning challenges of developing industrial land in London and to help achieve the primary and secondary goals outlined in Section 4.0 of this CIP. In order to help accomplish the goals of this CIP, three incentive programs have been included in the CIP.	Removal of “primary and secondary” goals to reflect changes made to Section 4.0
Section 6.1	<p>[Second Paragraph] The first program is the Industrial Development Charge (DC) Grant Program. This program provides a grant equal to up to 100% of the City development charge payable by an application on an industrial development project.</p> <p><u>The first program is the Industrial Development Charges (DC) Grant Program. This program provides a grant equal to the municipal portion of the development charges payable (up to 100%) for a targeted industrial development project and a grant equivalent to 50% of the value of the development charges paid up to \$500,000 (maximum grant of \$250,000) for a non-targeted industrial development project.</u></p>	<p>Removal of paragraph with Industrial Development Charge Grant Program description</p> <p>Addition of paragraph that includes a detailed program description</p>
Section 6.1	The third program is the Industrial Corridor Enhancement Grant Program. This program provided a grant equal to 50% of the cost of eligible fencing, landscaping and planning on industrial properties with	Removal of fourth paragraph to delete references to the Industrial Corridor Enhancement Grant Program

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	the maximum grant per property/project capped at \$25,000, with a maximum of one application per property/project.	
Section 6.1	The fourth program <u>The third program</u> is the Industrial Compatibility Grant/Loan Program. This program would provide a grant and/or a loan to assist existing industrial operations in London to relocate to more compatible and appropriate sites within the Urban Growth Boundary in London. In parts of the City, existing industrial operations may be constrained by changes in the surrounding neighbourhoods or may be located in areas where their continued operation, expansion or changes in operations would cause negative impacts on surrounding non-industrial land uses. This program will provide a grant or loan to help off-set the costs associated with the relocation of an eligible industrial use to a more compatible location within the Urban Growth Boundary.	Paragraph is renumbered to appropriate order
Section 6.2	[Paragraph 15] n) If part or all of a building(s) in aa project approved for a grant is converted to a non-industrial use at any time after project completion, but prior to the cessation of grant payments, the amount of the remaining grant payments will be adjusted accordingly on a go forward basis to reflect only the remaining industrial use;	Removal of typo
Section 6.3	<p>This program provides a major financial incentive to stimulate new investment by existing and new industrial business within the Urban Growth Boundary in the form of development, redevelopment, rehabilitation and/or adaptive reuse of buildings for industrial use, including commercial truck service establishments.</p> <p>This program will provide a grant to an applicant equal to up to 100% of the City development charge payable on an industrial building that is constructed within the Urban Growth Boundary. This grant will be paid by the City at the time of building permit issuance. The amount of the DC grant will be determined based upon the</p>	<p>Removal of paragraph with former Industrial Development Charge Grant Program description</p> <p>Addition of paragraph that includes updated program description</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>total amount of City development charges owing after all exemptions, reductions and credits are applied in accordance with the Development Charges By-law.</p> <p><u>This program will provide a grant to an applicant equal to up to 100% of the City development charge payable by an application for a targeted industrial development project constructed within the Urban Growth Boundary and a grant equivalent to 50% of the value of the development charges paid up to \$500,000 (maximum grant of \$250,000) for a non-targeted industrial development project constructed within the Urban Growth Boundary. This grant will be calculated and paid by the City at the time of building permit issuance. The amount of the DC grant will be determined based upon the total amount of City development charges owing after all exemptions, reductions, and credits are applied in accordance with the Development Charges By-law.</u></p>	
Section 6.5	<p>6.5 Industrial Corridor Enhancement Grant Program</p> <p>6.5.1 Purpose This program provides a financial incentive to promote improved landscaping (including tree planting), fencing, berming, screening and public art in the development, redevelopment, rehabilitation and/or adaptive reuse of buildings for industrial use. 6.5.2 Description This program will provide a grant equal to 50% of the cost of eligible landscaping (including tree planting), fencing, berming, screening and public art on industrial properties that sufficiently improves the aesthetics of industrial sites, and/or provides effective screening of outside storage areas so as to mitigate the visual impact or said industrial uses. This program applies to industrial properties where development, redevelopment, rehabilitation and adaptive reuse is taking place. The maximum grant per property will be \$25,000, with a maximum of one application per property/project. It is recommended that this program be offered for a period of five (5) years in order to kick start enhanced</p>	Delete Section 6.5 in entirety

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>landscaping, fencing, berming, screening and public art for industrial development, redevelopment, rehabilitation and adaptive reuse projects. Depending on program results, Council can extend the program for up to another five (5) years without amendment to this Plan. 6.5.3 Program Requirements Applicants are eligible to apply for funding under this program, subject to meeting the general program requirements, the following program requirements, and subject to the availability of funding as approved by Council: a) The following costs are eligible for a grant under grant program: material and labour costs of landscaping (including tree planting), fencing, berming, screening and public art that conforms to applicable City urban design guidelines, and any other applicable City guidelines; and, b) Applicants applying for this program will be required to submit urban design briefs, studies and/or professions design drawings that are in conformity with any applicable urban design guidelines.</p>	
Section 7.0	<p><u>7.0 Measures & Indicators of Success</u> <u>7.1 Determining the Success of the Industrial Lands CIP Purpose</u> <u>The purpose of measuring the success of the CIP is to:</u></p> <ul style="list-style-type: none"> • <u>Identify how the goals and objectives of the Industrial Lands CIP have been achieved;</u> • <u>Assess which Industrial Lands CIP programs have been completed and/or can be suspended or discontinued;</u> • <u>Determine whether any amendments to the Industrial Lands CIP are warranted;</u> • <u>Identify funds dispersed through the financial incentive programs to determine which financial incentive programs are being most utilized and use this information to adjust the financial incentive programs, as required;</u> • <u>Gather feedback from applicants of the financial incentive programs so that</u> 	Addition of a new Section 7.0 with measures and indicators of success

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>adjustments can be made to the financial incentive programs, as required; and,</u></p> <ul style="list-style-type: none">• <u>Identify the community and economic impact associated with projects taking advantage of the financial incentive programs.</u> <p>Measures of Success <u>Community Improvement Plans are created to provide the opportunity to re-plan, redesign, redevelop, and rehabilitate areas of the city. The success of the Industrial Lands Community Improvement Plan is based on the identified improvements being undertaken that can help address a recognized need or gap and can be measured based on the four-year summary report as described further below.</u> <u>The following chart provides potential targets and suggested indicators of success for the Industrial Lands CIP.</u> <u>Table 1: Success Measures</u></p> <p><u>Target Indicators of Success</u></p> <p>1 <u>Attract new investment to London's Industrial Lands</u> • <u>Increase in % of targeted industries versus non-targeted industries.</u></p> <ul style="list-style-type: none">• <u>Increase in amount of industrial building permits.</u> <p>2 <u>London's Industrial Lands attract qualified talent and provide opportunities for employment</u></p> <ul style="list-style-type: none">• <u>Increase in number of people employed in the industrial sector.</u>• <u>Decrease in industrial sector job vacancies.</u> <p>3 <u>The City provides an appropriate and adequately serviced supply of Industrial Land</u></p> <ul style="list-style-type: none">• <u>Increase in acres of City owned serviced industrial land inventory.</u> <p>4 <u>Industrial Land development contributes to the city's economic growth</u> • <u>Increase in industrial land property tax revenues.</u></p> <p>5 <u>Industrial development takes into consideration the effects of climate change</u> • <u>Increase in targeted industries focused on renewable and clean technologies.</u></p> <p>Baseline Conditions <u>A number of Baseline Conditions were determined to provide a</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>consistent framework for evaluating the ongoing change in the Industrial Lands Project Area. Measures may be added to the Baseline Conditions.</u></p> <ol style="list-style-type: none"> <u>1. 82% of Industrial Building permits were targeted industrial uses.</u> <u>2. 11 Industrial Building Permits in 2023</u> <u>3. In 2023, the manufacturing industry makes up 13% of London’s workforce.</u> <u>4. The manufacturing industry makes up 4% of London’s job vacancies.</u> <u>5. 297.48 ac of City owned serviced industrial land inventory.</u> <u>6. In 2022, grants to nine industrial properties led to a \$25.48M increase in related development property assessment values.</u> <u>7. As of 2024, there are 30 industrial businesses focusing on renewable and clean technologies.</u> 	
Section 8.0	<p>[First Paragraph] The financial incentive programs contained in this Plan are designed to indirectly encourage private sector development of industrial land in London, i.e., the City is relying on private sector third parties (developer, property/business owners) to take advantage of the incentive programs that are offered by the City. However, as noted in the ILDS, there are a number of actions that the City should undertake to directly promote industrial land development in London. ThereThe “Municipal Leadership Actions” are outlined below. The Municipal Leadership Actions are designed to complement the incentives programs by generating enhanced market demand for industrial land and interest on the part of the private sector in using the available incentive programs.</p>	Removal of typo
Section 8.1 Property Acquisition, Servicing and Disposition	<p>7.1 Property Acquisition, Servicing and Disposition The ILDS recommends that the City always maintain a 10-year supply (200 ha.) of vacant, serviced land overall and, within this total supply, 180 ha. Of serviced land in strategic locations</p>	<p>Removal of section with references to the outdated Industrial Land Development Strategy</p> <p>Addition of section with references to the updated</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>within reasonable proximity to the Highway 401/402 and VMP corridors, south of the Thames River. The ILDS also notes that this supply should include a variety of lot sizes, including the provision of several large blocks that can attract large industries such as those that have recently located in London. Reasonable industrial land options should also be offered close to the Airport, in General Industrial designations and in strategic Office Business Park locations that may emerge over time. In order to achieve this goal, the ILDS notes that the City must purchase 200 ha. (net) and develop 300 ha. (net) of industrial land over the next 5 years. In order to implement the ILDS and achieve the goals of this CIP, it is recommended that the City:</p> <p>a) Engage in the acquisition of land within the Community Improvement Project Area by means as permitted under provincial legislation; b) Use the criteria for acquisition of additional City-owned lands and the Location Strategy specified in the ILDS to guide the City acquisition of land for industrial development purposes; c) Continue to pursue funding from the Federal and Provincial Governments and other funding partners for the acquisition and servicing of industrial land; d) Pursue non-Development Charge sources of funding for future construction of the Bradley/VMP Parkway; e) Ensure an expeditious planning process by completing scoped secondary plans, including required engineering, planning, and environmental assessment studies; f) Assemble an internal staff team to quickly move these secondary plans through the planning process; g) Address subdivision and zoning processes concurrently with scoped secondary plans in the case of City-owned lands; and, h) Consider different administrative models for public management of industrial land, including but not necessarily limited to an Industrial Land Development Corporation or a more formalized Action Team of pre-identified departmental staff and management. The City of London may also dispose of municipally owned land or buildings</p>	Industrial Land Development Strategy

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>within the Community Improvement Project Area in conformity with this CIP/</p> <p><u>8.1 Property Acquisition, Servicing and Disposition</u></p> <p><u>The ILDS recommends that the City always maintain a 10-year supply (200 ha.) of vacant, serviced City owned industrial land and, within this total supply, 180 ha. of serviced land be situated in strategic locations. The ILDS also notes that this supply should include a variety of lot sizes, including availability of several smaller to medium sized parcels (4-to-8 acre) as incubator parcels to provide flexibility for growth and employment opportunities. Reasonable industrial land options should also be offered close to the Airport, in General Industrial designations and in strategic Office Business Park locations that may emerge over time. In order to implement the ILDS and achieve the goals of this CIP, it is recommended that the City:</u></p> <p><u>a) Engage in the acquisition of land within the Community Improvement Project Area by means as permitted under provincial legislation;</u></p> <p><u>b) Ensure that Urban Growth Boundary expansions align with the land needs requirements of our targeted industries;</u></p> <p><u>c) Initiate all necessary Zoning By-Law and Official Plan Amendments to maximize the value of sites before land is put on the market;</u></p> <p><u>d) Purchase lands that are suited to the needs of our targeted industries and have a continuous budget to maintain inventory;</u></p> <p><u>e) Continue to pursue funding from the Federal and Provincial Governments and other funding partners for the acquisition and servicing of industrial land;</u></p> <p><u>f) Pursue non-Development Charge sources of funding for future construction of the Bradley/VMP Parkway; and,</u></p> <p><u>g) Consider different administrative models for public management of industrial land, including but not necessarily limited to an Industrial Land Development Corporation or a</u></p>	

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p><u>more formalized Action Team of pre-identified departmental staff and management.</u></p> <p><u>The City of London may also dispose of municipally owned land or buildings within the Community Improvement Project Area in conformity with this CIP.</u></p>	
Section 8.2 Marketing	<p>7.2 Marketing The ILDS contains a number of actions designed to aggressively market industrial lands in London and London's high quality of life. In order to implement the ILDS and achieve the goals of this CIP and the ILDS, it is recommended that the City: a) Create a comprehensive identity for Highway 401 and 402 as an "Investment Corridor", including upgrades to the unique London highway bridge crossings, enhancements of public and private lands, and investments in formalized tree plantings, landscaping, and possibly public art; b) Pursue an improved web presence for available City-owned industrial lands; c) Continue to improve its quality of life by supporting a more engaged downtown, main streets and public realm with more gathering places; and, d) Support and promote ongoing city-building efforts.</p> <p><u>8.2 Marketing</u></p> <p><u>The ILDS contains a number of actions designed to aggressively market industrial lands in London and London's high quality of life. In order to implement the ILDS and achieve the goals of this CIP and the ILDS, it is recommended that the City:</u></p> <ul style="list-style-type: none"> a) <u>Create a comprehensive identity for Highway 401 and 402 as an "Investment Corridor"</u> b) <u>Pursue an improved web presence for available City-owned industrial lands;</u> c) <u>Grow and nurture our industrial business economy to provide Londoners with a highly competitive and diverse range of well-paying employment experiences;</u> d) <u>Continue to improve its quality of life by supporting a more engaged downtown, main</u> 	<p>Removal of section with references to the outdated Industrial Land Development Strategy</p> <p>Addition of section with references to the updated Industrial Land Development Strategy</p>

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<u>streets and public realm with more gathering places; and,</u> e) <u>Support and promote ongoing city-building efforts.</u>	
Section 9.0	<u>8.0 Monitoring Program 9.0 Evaluation</u>	Addition of “Evaluation” section title rather than “Monitoring Program” to conform to terminology in other CIPs
Section 9.2 Description	<p>Monitoring of the uptake and performance of the incentive programs should be done on a regular basis and these monitoring results reported to Council on an annual basis <u>a four-year basis</u>. Similarly, monitoring of progress on implementation of the Municipal Leadership Actions should be done regularly and reported to Council on an annual basis.</p> <p>Table 1 presents a list of the data variables, including economic impacts, that should be collected and monitored on an individual project and aggregate basis for all projects taking advantage of the incentive programs contained in this CIP. In addition to these quantitative economic measures, the staff should also monitor:</p> <ul style="list-style-type: none"> a) The planning, urban design and sustainability performance of projects taking advantage of the CIP incentive programs; b) Comments on the incentive programs and program administration received by staff from developers, property/business owners and other key opinion leaders in the real estate, development and design/build community; and, c) Qualitative results of the CIP in terms of the impact of the Municipal Leadership Actions. <p>These qualitative measures and comments should be regularly monitored and reported to Council along with the qualitative measures listed in Table 1.</p>	The frequency of reports to Council has been adjusted to a four-year basis to represent Municipal Council direction of the 5-Year CIP and Financial Incentives Review
Section 9.2 Table 2	<u>Table 2 1 Monitoring Variables Performance Measures</u>	Table is renumbered to numerical order

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	4. 3. Industrial Compatibility Grant/Loan	
Section 9.2 Table 2	3. Industrial Corridor Enhancement Grant ▪ Number of applications; ▪ Amount of Grant (\$) by type of eligible expense (fencing, landscaping, berming/ screening, public art); ▪ Total Amount (\$) spent by applicant per eligible expense (fencing, landscaping, public art) ▪ Number of trees planted; Number and \$ amount of program defaults.	Removal of the Industrial Corridor Enhancement Grant program from Table 1
Appendix A	<p>“Industrial Building” means a building used for:</p> <p>a) Manufacturing, producing, fabricating, assembling, compounding or processing of raw materials, goods, component parts or ingredients where the physical condition of such materials, goods, parts or components are altered to produce a finished or semi-finished tangible product, or the packaging, crafting, bottling, of semi-processed goods or materials, but not including any of these activities where they primarily serve retail purposes to the general public;</p> <p>b) Storing or distributing something derived from the activities mentioned in (a) above and for greater certainty, shall include the operation of a truck terminal, warehouse or depot and does not include self-storage warehousing for use by the general public or retail sales associated with the goods stored or distributed, or accessory storage of a commercial building.</p> <p>c) Research or development in connection with activities mentioned in (a) above;</p> <p>d) Retail sales of goods produced by activities mentioned in section (a) at the site where the manufacturing, producing or producing from raw materials of semi-processed goods takes place and for greater certainty, includes the sale of goods or commodities to the general public where such sales are accessory or secondary to the industrial use, and does not include the sale of goods or</p>	Removal of reference to ‘businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses’

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>commodities to the general public through a warehouse club;</p> <p>e) Office or administrative purposes, if they are carried out:</p> <p>i With respect to the activity mentioned in section (a), and</p> <p>ii In or attached to the building or structure used for activities mentioned in section (a) and</p> <p>iii For greater certainty, shall include an office building located on the same property as, and used solely to support, the activities mentioned in section (a)', <u>or</u></p> <p>f) A business that stores and processed data for retrieval, license or sale to end users and are on lands zoned for industrial uses; <u>or</u></p> <p>g) Businesses that develop computer software or hardware for license or sales to end users that are on lands zoned for industrial uses.</p>	
Appendix A	"IPEC" means the Investment and Economic Prosperity Committee.	Removal of definition for "IPEC"
Appendix A	<p>"Targeted Industrial Sectors" means the following economic sectors as listed in Table 3 of the City's Industrial Land Development Strategy, and as may be amended from time to time:</p> <p>– Advanced Manufacturing including:</p> <ul style="list-style-type: none"> • Renewable and Clean Technology; • Automotive; • Agri-food/Food Processing; and, • Defence and Aerospace; <p>– Life and Health Sciences;</p> <p>– Information Technology and Digital Media;</p> <p>– Enhanced Transportation and Logistics; and</p> <p>– Research and Development.</p> <p><u>"Targeted Industrial Uses" means the following economic sectors and industrial uses:</u></p> <ul style="list-style-type: none"> <u>- Advanced Manufacturing including:</u> <u>• Renewable and Clean Technology;</u> <u>• Automotive;</u> <u>• Agri-food/Food Processing; and,</u> <u>• Defence and Aerospace;</u> <u>- Life and Health Sciences;</u> <u>- Information Technology and Digital Media; and</u> <u>- Research and Development.</u> 	<p>Removal of definition for "Targeted Industrial Sectors"</p> <p>Addition of definition for "Targeted Industrial Uses" that is the same as the definition in Schedule 3</p>
Appendix A	<p><u>"Non-Targeted Industrial Uses" means the following economic sectors and industrial uses:</u></p> <ul style="list-style-type: none"> • <u>Warehouses;</u> 	Addition of Non-Targeted Industrial Uses definition to Appendix A of the CIP

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<ul style="list-style-type: none"> • <u>Transportation and Logistics;</u> • <u>Businesses that store and process data for retrieval;</u> • <u>Truck terminals.</u> 	
Schedule 3	<p>“Industrial Building” means a building used for:</p> <p>a) Manufacturing, producing, fabricating, assembling, compounding or processing of raw materials, goods, component parts or ingredients where the physical condition of such materials, goods, parts or components are altered to produce a finished or semi-finished tangible product, or the packaging, crafting, bottling, of semi-processed goods or materials, but not including any of these activities where they primarily serve retail purposes to the general public;</p> <p>b) Storing or distributing something derived from the activities mentioned in (a) above and for greater certainty, shall include the operation of a truck terminal, warehouse or depot and does not include self-storage warehousing for use by the general public or retail sales associated with the goods stored or distributed, or accessory storage of a commercial building.</p> <p>c) Research or development in connection with activities mentioned in (a) above;</p> <p>d) Retail sales of goods produced by activities mentioned in section (a) at the site where the manufacturing, producing or producing from raw materials of semi-processed goods takes place and for greater certainty, includes the sale of goods or commodities to the general public where such sales are accessory or secondary to the industrial use, and does not include the sale of goods or commodities to the general public through a warehouse club;</p> <p>e) Office or administrative purposes, if they are carried out:</p> <p>i With respect to the activity mentioned in section (a), and</p> <p>ii In or attached to the building or structure used for activities mentioned in section (a) and</p> <p>iii For greater certainty, shall include an office building located on the same</p>	Removal of reference to ‘businesses that develop computer software or hardware for license or sale to end users that are on land zoned for industrial uses’

Industrial Lands CIP Section Reference	Text Changes	Summary of Changes
	<p>property as, and used solely to support, the activities mentioned in section (a)', or</p> <p>f) A business that stores and processed data for retrieval, license or sale to end users and are on lands zoned for industrial uses;</p> <p>or g) Businesses that develop computer software or hardware for license or sales to end users that are on lands zoned for industrial uses.</p>	
Schedule 3	<p>“Targeted Industrial Uses” means the following economic sectors and industrial uses, and may be amended from time to time:</p> <ul style="list-style-type: none"> • Advanced Manufacturing including: o Renewable and Clean Technology; o Automotive; o Agri-food/Food Processing; and, o Defense and Aerospace; • Life and Health Sciences; • Information Technology and Digital Media; and • Research and Development. <p><u>“Targeted Industrial Uses” means the following economic sectors and industrial uses:</u></p> <ul style="list-style-type: none"> <u>- Advanced Manufacturing including:</u> <u>• Renewable and Clean Technology;</u> <u>• Automotive;</u> <u>• Agri-food/Food Processing; and,</u> <u>• Defence and Aerospace;</u> <u>- Life and Health Sciences;</u> <u>- Information Technology and Digital Media; and</u> <u>- Research and Development.</u> 	<p>Removal of “Targeted Industrial Uses” definition</p> <p>Addition of “Targeted Industrial Uses’ definition that is the same as the definition in Appendix A</p>
Schedule 4	Schedule 4 Industrial Lands Community Improvement Plan Program Guidelines	Schedule 4 is deleted in its entirety

From: C. Butler

Sent: Thursday, March 14, 2024 2:39 PM

To: PEC <pec@london.ca>

Cc: Woolsey, Heather <hwoolsey@London.ca>

Subject: [EXTERNAL] Added Agenda - PEC Meeting - Tuesday March 19 - Agenda Item 3.1 - Industrial Lands CIP Program

City Clerks Team – Please distribute this E – Mail as added agenda for the now scheduled PEC meeting , Tuesday March 19 @ 1 PM and include as part of the public agenda. You have my full approval to do this without any further correspondence .

Chair S Lehman – PEC Council Members ; please consider this submission as both feedback on this report as well as guidance forward on further action required;

- As clear customer (voter / taxpayer) feedback ; Why is the City of London continuing to provide both Industrial Development Charges Grants & Tax Incremental Grant Programs when the hottest real estate market in any Ontario 401 corridor Municipality is and has been for 4 – 5 years is Industrial Land ??
- I fully support my commitment as a taxpayer to provide top ups to reserve funds already set up to fund a 10-year inventory of industrial lands and another fund to pre-service 2 years or so of this inventory so they are sale and shovel ready .
- I am also fully supportive of the Brown Field CIP funding & the role this plays in repurposing previously deployed industrial lands to as new or repurposed as support residential infill , but not double dipping into other DC & Grant programs.
- I am fully maxed out as a taxpayer for the 2024 – 2028 Budget Period expecting a cumulative residential tax increase of 35 to 38 % , including an added 2 % annually to cover off the liability of uncollectable Development Fees for Bill 23 (Business Case # 3) and the continuous increasing no limit liability of paying deferred DC fees in the Down Town CIP zones . We are maxed out with unlimited CIP programs Council ; and I doubt this is shared at this depth in any other Ontario municipality.

Please consider the following guidance in this meeting;

1. Flat out define a clear and precise “ exit ramp “ for both the tax payer funded Industrial Development Charges Grant Program and the Tax (deferral) Incremental Grant Program. I don't see this defined in the Performance Measures of Success outline in this report . Programs like these are meant to be transitional , targeted , one and done.
2. Ask for and get a clear Performance Measure on the Return on Investment (ROI) per taxpayer funded \$1000 invested in this program over a 5 – 10-year time period. If you can't define this , its probably not worth funding.

Thxs For Your Consideration & any support you can offer as team PEC .

Chris Butler – London

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: 2803767 Ontario Inc. c/o MHBC Planning
6097 Colonel Talbot Road
File Number: Z-9698, Ward 9
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2803767 Ontario Inc., c/o MHBC Planning, relating to the property located at 6097 Colonel Talbot Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, 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 Agricultural (AG2) Zone, **TO** an Agricultural Special Provision (AG2(_)) and holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone;

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

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 Key Directions, City Design and Building policies, and the Farmland Place Type & Environmental Review policies; and
3. The proposed use is considered appropriate within the adjacent land uses and considers both the long-term protection of agricultural resources and the long-term compatibility of uses.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone to an Agricultural Special Provision (AG2(_)) and a holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands. Special provisions are required for the proposed Agricultural Commercial (AGC1(_)) Zone to reflect the MDS I setback measured to the proposed dealership, rather than the zone boundary. Special provisions are also required for the proposed Agricultural (AG2(_)) Zone to recognize a reduced lot area and lot frontage.

Staff are recommending approval with holding provisions that will ensure development will not occur until full municipal sanitary sewer and water services are available to service the site, and until the City of London receives the MTCS compliance letter indicating that all archaeological licensing and reporting requirements have been satisfied.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by supporting London to be a regional centre that proactively attracts and retains talent, business, and investment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

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

1.3 Property Description and Location

The subject site is located on the west side of Colonel Talbot Road between the Highway 401 and Highway 402 interchanges, outside of the Urban Growth Boundary, and located within the Tempo Planning District. The property is rectangular in shape, measures approximately 20.68ha in area and has approximately 206m of frontage along Colonel Talbot Road. The subject lands are predominately used for agricultural purposes (cultivated farmland), with a two-storey single detached dwelling that is currently located at the south-east corner of the property, adjacent to Colonel Talbot Road. The subject lands can be characterized as having limited topographic relief and a slight slope, such that the property drains from east to west. The proposed development area is located immediately east of the Dodd Creek drainage corridor, which is situated within the Kettle Creek Conservation Authority regulated area, and a utility corridor also extends along the western limit of the subject lands.

The surrounding area mainly consists of agricultural and commercial-industrial type uses. Notably, there is a large recreational vehicle sales/service facility and automotive sales/service establishments located to the east of the subject lands. Building and contracting establishments are also located immediately south of the subject lands. The surrounding buildings are mainly in the form of multiple-unit and stand-alone buildings. Colonel Talbot Road is a two-lane road with an estimated daily traffic count of 10,000 vehicles per day.

Site Statistics:

- Current Land Use: Farm Dwelling / Agricultural
- Frontage: 206 metres (675.8 feet)
- Depth: 995 metres (3264.4 feet)
- Area: 20.7 hectares (51.1 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Agricultural
- East: Industrial / Agricultural
- South: Industrial / Agricultural
- West: Agricultural

Existing Planning Information:

- Existing The London Plan Place Type: Farmland & Environmental Review
- Existing Special Policies: N/A
- Existing Zoning: Agricultural (AG2) Zone

Additional site information and context is provided in Appendix B.

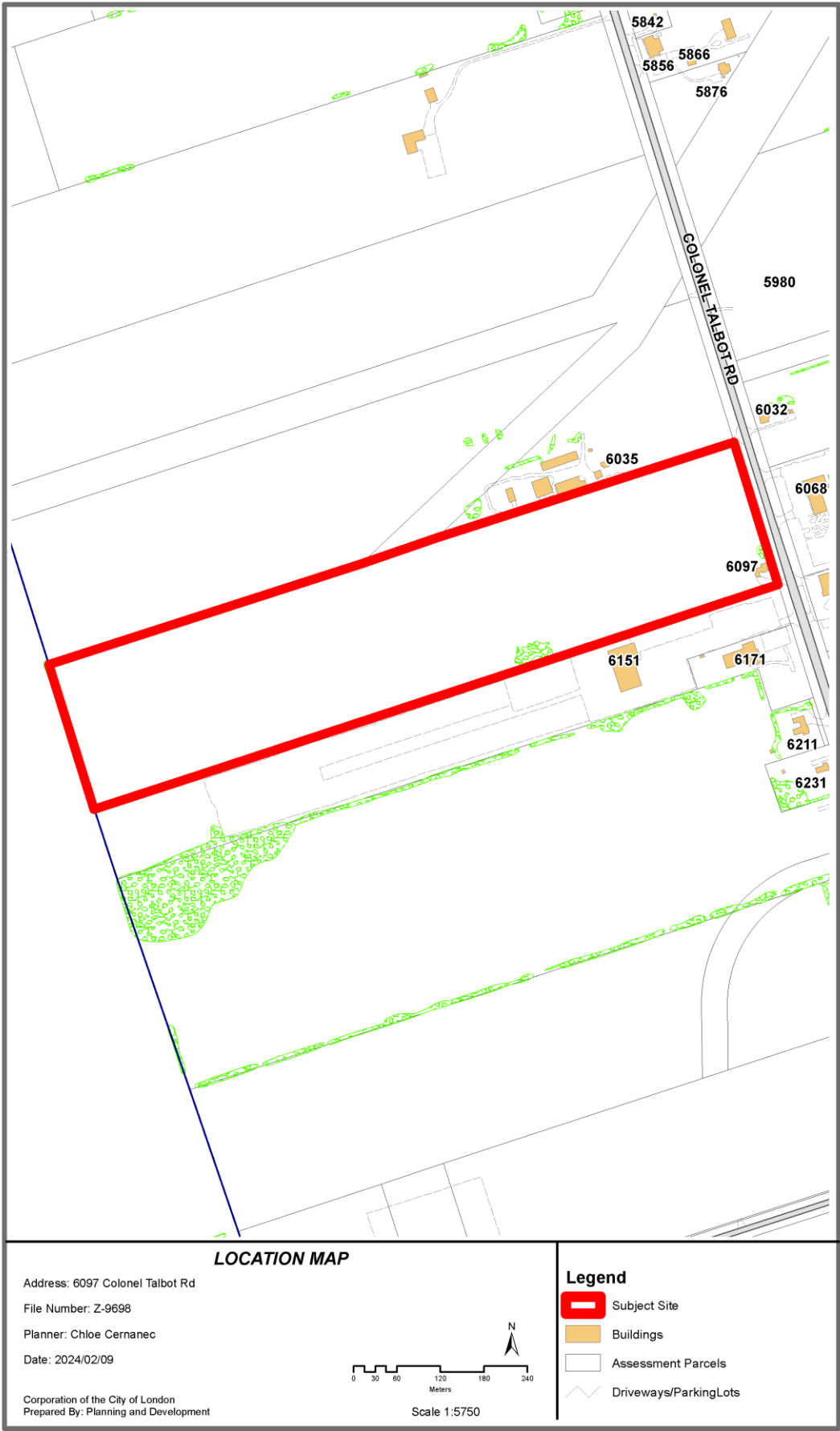


Figure 1- Aerial Photo of 6097 Colonel Talbot Road and surrounding lands



Figure 2 - Streetview of 6097 Colonel Talbot (view looking west)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing to develop a heavy equipment/agricultural machinery dealership on the eastern portion of the subject site. The proposed dealership building has a total gross floor area of 929m² and is proposed to be positioned near Colonel Talbot Road. A supplemental machinery and equipment storage area is planned to the west of the dealership space, which will be further delineated as part of a future Site Plan Approval (SPA) application.

The proposed development includes the following features:

- Land use: Agriculturally-related Commercial Use
- Form: One-storey Commercial Building
- Height: 1 storey (< 12m)
- Gross floor area: 969m²
- Building coverage: 4%
- Parking spaces: 55 surface parking spaces
- Bicycle parking spaces: 4 spaces
- Landscape open space: >10%

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

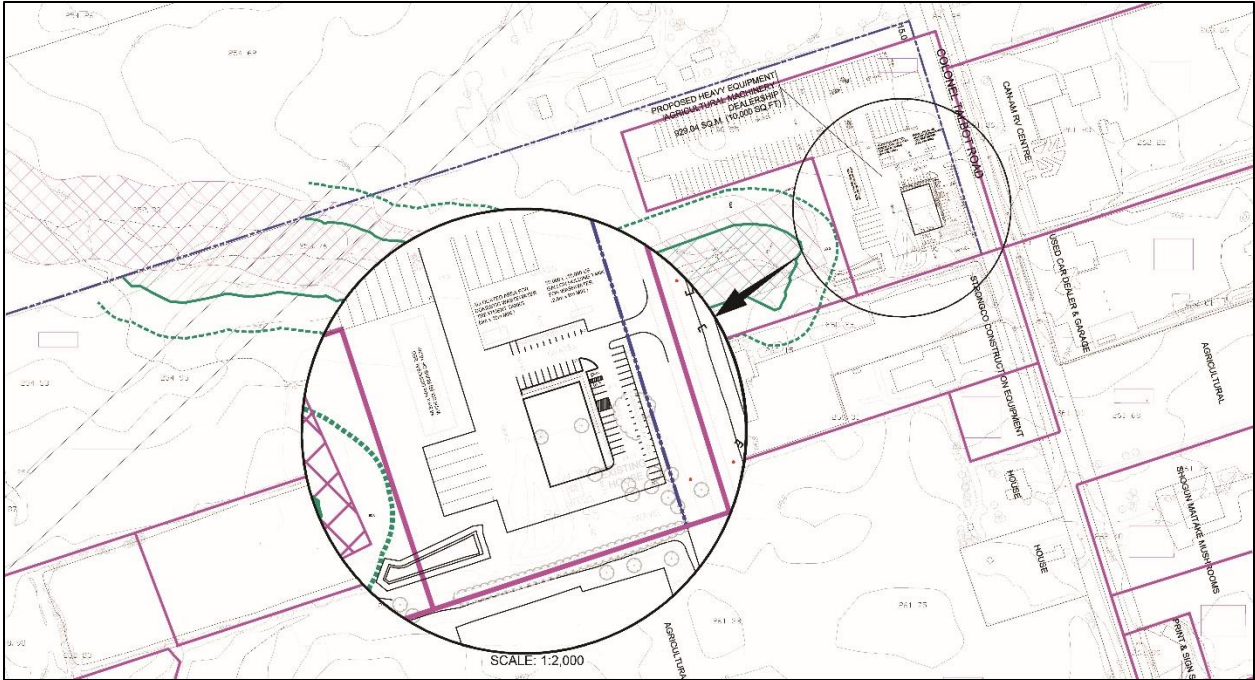


Figure 3 - Conceptual Site Plan (Received December 2023)



Figure 4 – Rendering of proposed dealership building (Received December 2023)

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Agricultural (AG2) Zone to a holding Agricultural Commercial Special Provision Zone (h-17*h-18*AGC1(_)) and an Agricultural Special Provision (AG2(_)) Zone.

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

Regulation (AGC1)	Required	Proposed
202 metre setback	From zone boundary line	From proposed building
Regulation (AG2)	Required	Proposed
Lot Area (ha) Min	40 hectares	15 hectares
Lot Frontage (m) Min	300 metres	15 metres

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 major concerns were identified by staff.

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

2.4 Public Engagement

On January 15, 2024, Notice of Application was sent to 12 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)*. Specifically, Section 1.7 of the PPS encourages long-term economic prosperity by promoting opportunities for economic development and community investment-readiness (1.7.1.a). Section 2.3 of the PPS identifies prime agricultural areas to be protected for long-term agricultural uses. In prime agricultural areas, permitted uses and activities include agricultural uses, agriculture-related uses, and on-farm diversified uses (2.3.3.1). The proposed machinery dealership is considered an agriculture-related use pursuant to the definition set out in Section 6.0 of the PPS, and it is expected that the proposed use will help meet market demand for heavy machinery and farm implements to support the local agricultural community and promote further long-term economic development within the Tempo community (1.7.1).

A portion of the subject lands are within the Environmental Review Place Type in The London Plan, which applies to lands that are protected until they have been adequately assessed to determine whether they are significant and worthy of protection as part of the city's Natural Heritage System. The Environmental Review Place Type will ensure that development which may negatively impact the value of these features does not occur until such time as the required environmental studies are completed (The London Plan, Policy 779_). The portion of the lands within the Environmental Review Place Type are not proposed to be impacted through this proposal and will be retained for conservation uses within the agricultural related portion of the property. Further, to reduce any potential impacts to the drainage corridor, the proposed development is setback 30-metres from the Environmental Review Place Type which is reflected in the proposed AGC1 Zone boundary. Staff are satisfied that any potential development impacts have been mitigated.

The remainder of the subject lands are within the Farmland Place Type in The London Plan. The proposed use is contemplated in the Farmland Place Type at this location, per policy 1182_5; "Agriculture-related commercial and industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity" (The London Plan, Policy 1182_5). Staff are of the opinion that the proposed use meets the intent and vision of the Farmland Place Type, and there are no anticipated impacts to the existing agricultural practices in the surrounding area as a result of the proposed amendment.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage an efficient use of land (PPS 1.1.3.2) while providing opportunities for economic activities in prime agricultural areas (PPS 1.1.4.1.i).

Intensity policies within The London Plan look for Farmland Uses to be dynamic and vibrant (The London Plan, 1213_). Furthermore, Policy 1205_ of The London Plan prescribes that new agriculture-related commercial uses may be permitted by an amendment to the Zoning By-law to apply the appropriate agricultural commercial zone, subject to the following policies and in accordance with provincial guidelines:

1. *The amount of land devoted to the activity is only the minimum necessary to support the activity and its servicing requirements.*
2. *It can be demonstrated that the use is supportive of farm operations in the area and requires a location in close proximity to the farm operation to function successfully, and the use provides direct products and/or services to farm operations in the area as a primary activity.*
3. *The location of the facility should not impose any operating constraints or result in a reduction of the efficiency of existing farms in the vicinity. Agricultural-*

related commercial and industrial uses should be directed to sites having the lowest soil capability, drainage, topographic, site size or configuration limitations for agriculture.

- 4. The facility does not require municipal water or sewage disposal services and can meet all requirements for the provision of individual on-site services.*
- 5. Access will be available from a public street. The access must not create a potential traffic hazard due to poor sight lines or proximity to an intersection, steep grade or curve. An agricultural-related commercial or industrial use will be located on a street capable of accommodating, on a year-round basis, the volume and type of traffic, including truck traffic, that the proposed use is likely to generate.*
- 6. Adequate drainage and suitable outlets for stormwater runoff can be provided.*
- 7. The use complies with provincial environmental approvals and regulations respecting the release of pollutants into the air, onto land or into water, or for the storage, transportation or disposal of waste that is produced by the operation of the use.*

Consistent with The London Plan, the proposed amendment would be compliant to the above policies and in accordance with provincial guidelines. Further, the proposed amendment intends to continue protecting the city's valuable agricultural land and represents an opportunity to establish an agriculture-related commercial use to support farming operations within the City of London. Special provisions will ensure the lands are to be used appropriately in the long-term and that they will not detract from the surrounding land uses.

4.3 Form

The proposed built form is consistent with the Farmland Place Type which directs development to be located toward the street to minimize the impact on the amount of land that is agriculturally viable for production (The London Plan, 1216_). The proposed built form is also consistent with the City Design policies in The London Plan by facilitating a development that is designed to be a good fit and compatible within its context (The London Plan, 193_2) and is comparable in size and location to abutting properties along Colonel Talbot Road. The proposed location provides for sufficient MDS setbacks and is also situated with sufficient buffers from the Environmental Review Place Type to mitigate any potential impacts of the development on the drainage corridor.

4.4 Zoning

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject site from an Agricultural (AG2) Zone to an Agricultural Special Provision (AG2(_)) and holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

The AGC1(_) Zone has been requested for the eastern portion of the site to permit the proposed dealership use. A special provision has been requested to apply the MDS I setback to the proposed heavy equipment/agricultural machinery dealership building, rather than the proposed AGC1(_) Zone Boundary. The AG2(_) Zone has been requested for the balance of the subject lands with special provisions to recognize the reduction in the lot area and lot frontage within the zone boundary. The special provisions will read as follows:

- 1. Heavy Equipment/agricultural machinery dealerships (buildings) shall be located at least 202 metres away from abutting livestock facility.**

Implementation Guideline #35 of the Minimum Distance Separation (MDS) document states that MDS I setbacks from existing livestock facilities will generally not be needed for land use planning applications that propose agriculture-related uses. However, Policy 1773_ of The London Plan requires MDS I to be calculated for all planning and development applications outside of the Urban Growth Boundary. Further, Section 4.32 of the City’s Zoning By-law reflects this policy of The London Plan, stating; “Lands to be rezoned from an Agricultural (AG) or Urban Reserve (UR) Zone to any other zone to permit a residential, facility, commercial, industrial, or recreational use will comply with the MDS I formula.” Given the above, The London Plan and the Zoning By-law Z-.1 requires the proposed development to comply with the MDS I formula. Staff are of the opinion that there is merit to applying the MDS I setback to the future dealership building, rather than the proposed AGC1() zone boundary line, outlined in the reasons below.

The intended agriculture-related commercial use is compatible with livestock operations, and services the farming community. In addition, the dealership is proposed to be positioned outside of the MDS I setback from the unoccupied livestock barns to help mitigate any potential odour conflicts, and given the MDS II setbacks, introduction of the proposed dealership should not impede the potential future occupancy of these unoccupied livestock barns. Further, the proposed dealership is situated near Colonel Talbot Road, and is proximate to an established cluster of commercial/industrial uses that would need to be considered in any MDS II calculation for future barn construction/expansion in the immediate area. Therefore, staff are of the opinion that the proposed reduction does not set a precedent for future MDS I reductions in the Tempo Planning District.

2. A minimum lot area of 15 hectares, whereas 40 hectares is the minimum required.

The intent of regulating minimum lot areas in agricultural zones is to ensure properties are of sufficient size to accommodate farm operations and minimize the potential for land use conflicts between abutting properties. As the lot in its current form measures approximately 20ha in size, the requested reduction is not significant, and will maintain an adequately sized lot to continue accommodating existing farm operations and intends to continue protecting the city’s valuable agricultural land.

3. A minimum lot frontage of 15 metres, whereas 300 metres is the minimum required.

The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. In this case, a 15m wide frontage along Colonel Talbot Road is requested for the proposed AG2() Zone to provide access to the western portion of the site for farm vehicles. Staff are of the opinion that any potential impacts on abutting properties have been mitigated, and sufficient linear frontage for farm vehicle access has been maintained.

4.5 MDS Setbacks

The proposed use is subject to the Minimum Distance Separation (MDS) Formulae, per policy 2.3.3.3 of the PPS, and Policy 1773_ of The London Plan, which further provides; “any proposed planning and development applications for lands outside of the Urban Growth Boundary shall meet the required odour setbacks in accordance with the provincial Minimum Distance Separation (MDS I) Implementation Guidelines and Formulae.” The applicant conducted an MDS analysis for the proposed commercial facility with consideration for the site layout presented in the concept plan.

The table below illustrates a summary of the MDS I setback calculations.

Property	MDS I Setback (Required)	Development Setback (Provided)
6010 Cook Road	200m	1,608m (Proposed AGC1 Zone)
6137 Cook Road	213m	1,921m (Proposed AGC1 Zone)
6148 Cook Road	316m	1,695m (Proposed AGC1 Zone)
6035 Colonel Talbot Road	202m/207m	60m/25m (Proposed AGC1 Zone) 300m/254m (Proposed Dealership Building)

Further to the MDS I setback calculations pertaining to 6035 Colonel Talbot Road, an MDS II assessment was carried out to evaluate the required distance between the proposed dealership building and the two unoccupied livestock barns identified on that property. This assessment was completed to confirm that, given the potential to house livestock, if transitioning these structures to livestock barns in the future would be impacted by the location of the planned dealership building. The findings concluded that the two existing barns would require a setback of 93m from the proposed dealership building. As these structures are located beyond the 200m requirement from the proposed dealership building, the MDS II setback requirement for 6035 Colonel Talbot would be satisfied if the two buildings were used for housing livestock in the future.

Given the proposed dealership is positioned outside of the required MDS I setbacks, and any potential current and future odour conflicts have been mitigated, staff do not anticipate any negative impacts to the existing agricultural practices in the surrounding area as a result of the proposed amendment.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Agricultural (AG2) Zone to a holding Agricultural Commercial Special Provision Zone (h-17*h-18*AGC1(_)) and an Agricultural Special Provision (AG2(_)) 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 the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands.

Prepared by:

Chloe Cernanec
Planner, Planning Implementation

Reviewed by:

Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by:

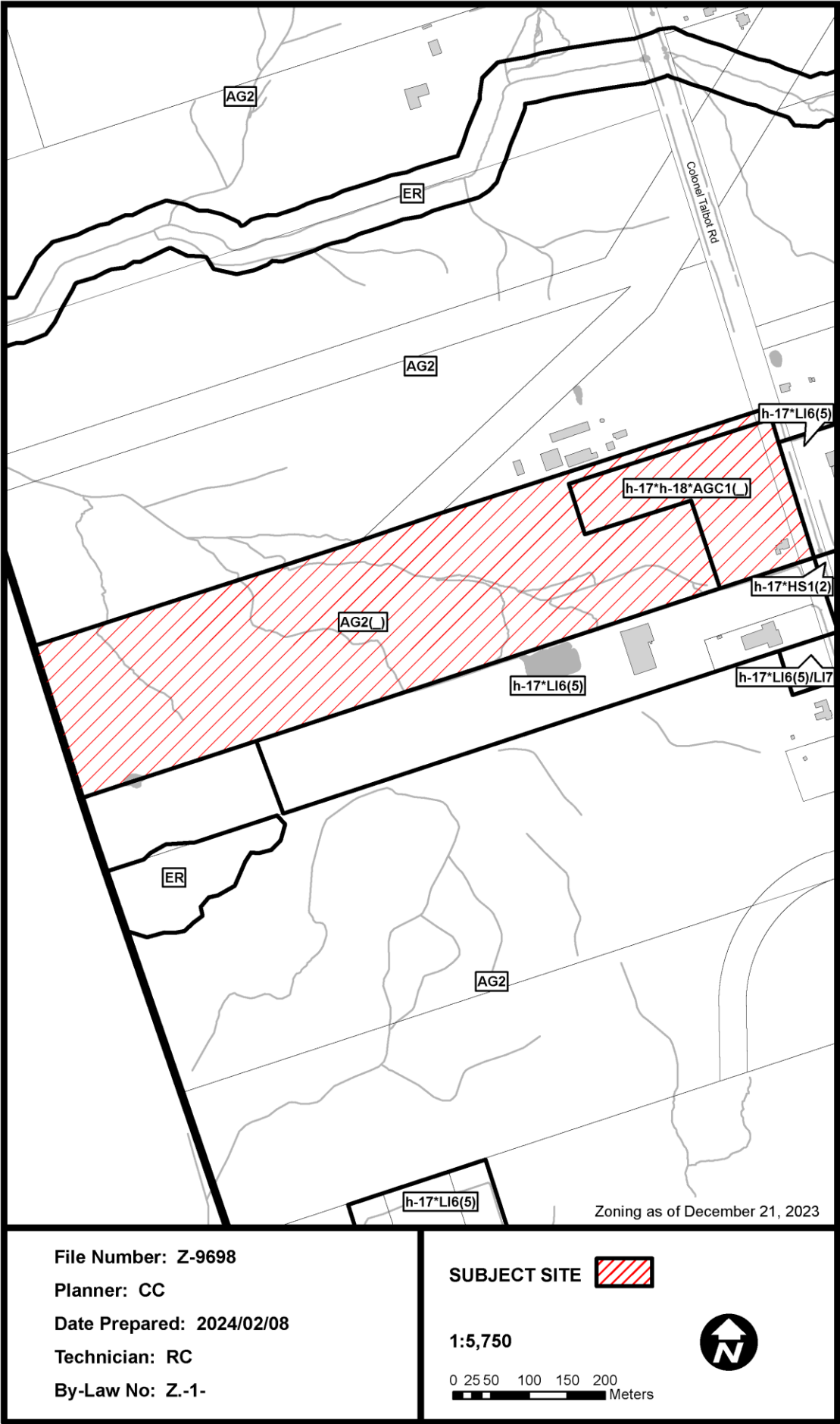
Heather McNeely, MCIP, RPP
Director, Planning and Development

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
Brent Lambert, Manager, Development Engineering

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



Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 6097
Colonel Talbot Road.

WHEREAS this amendment to the Zoning By-law Z.-1 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 6097 Colonel Talbot Road as shown on the attached map comprising part of Key Map No. 117, **FROM** an Agricultural (AG2) Zone, **TO** an Agricultural Special Provision (AG2(_)) and holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone.
- 2. Section Number 46.4 of the Agricultural Commercial (AGC1) Zone is amended by adding the following Special Provisions:

AGC1(_) 6097 Colonel Talbot Road

- a. Regulations
 - i. Heavy Equipment/agricultural machinery dealerships (buildings) shall be located at least 202 metres away from abutting livestock facility.

- 3. Section Number 9.4 of the Agriculture (AG2) Zone is amended by adding the following Special Provisions:

AG2(_) 6097 Colonel Talbot

- b. Regulations
 - i. Lot Frontage (Minimum) 15.0 metres
 - ii. Lot Area (Minimum) 15.0 hectares

- 4. 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.

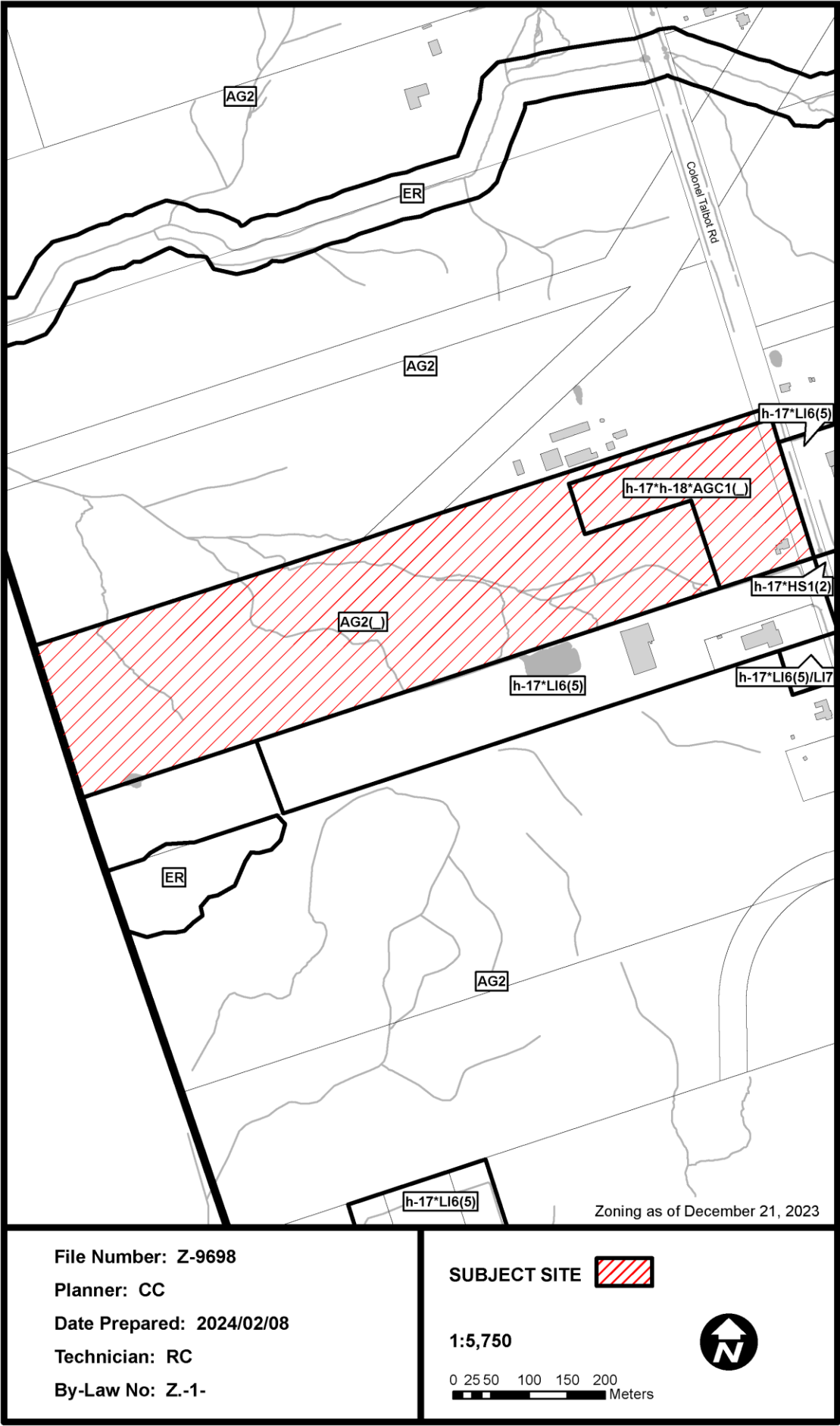
PASSED in Open Council on April 2, 2024, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Farm Dwelling / Agricultural
Frontage	206m (675.8 feet)
Depth	995m (3264.4 feet)
Area	20.7ha (51.1ac)
Shape	Regular (rectangle)
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Agricultural
East	Industrial / Agricultural
South	Industrial / Agricultural
West	Agricultural

Proximity to Nearest Amenities

Major Intersection	Colonel Talbot Road and Glanworth Drive, (881 metres)
Dedicated cycling infrastructure	N/A
London Transit stop	N/A
Public open space	N/A
Commercial area/use	N/A
Food store	N/A
Community/recreation amenity	N/A

B. Planning Information and Request

Current Planning Information

Current Place Type	Farmland & Environmental Review Place Type, fronting a Rural Thoroughfare (Colonel Talbot Road)
Current Special Policies	N/A
Current Zoning	Agricultural (AG2)

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	An Agricultural Special Provision (AG2(_)) and holding Agricultural Commercial Special Provision (h-17*h-18*AGC1(_)) Zone

Requested Special Provisions

Regulation (AGC1)	Required	Proposed
202 metre setback	Measured from AGC1(_) zone boundary	Measured from proposed building
Regulation (AG2)	Required	Proposed
Lot Area (ha) Minimum	40 hectares	15 hectares
Lot Frontage (m) Minimum	300 metres	15 metres

C. Development Proposal Summary

Development Overview

The recommended action will permit the development of a heavy equipment/agricultural machinery dealership on the eastern portion of the subject lands.
--

Proposal Statistics

Land use	Agriculturally-related Commercial Use
Form	1-storey Commercial Building
Height	1 storey (< 12 metres)
Residential units	0
Density	N/A
Gross floor area	969m ²
Building coverage	4%
Landscape open space	>10%
Functional amenity space	N/A
New use being added to the local community	Yes

Mobility

Parking spaces	55 surface parking spaces
Vehicle parking ratio	N/A
New electric vehicles charging stations	N/A
Secured bike parking spaces	4 spaces
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	N/A
Connection from the site to a multi-use path	N/A

Environmental Impact

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

Appendix C – Internal and Agency Comments

Site Plan

Matters for OPA/ZBA

- As per the Zoning By-Law, clarify the location of all loading spaces, ensuring that they are a minimum of 3.6 meters by 20.0 meters, and have a minimum vertical clearance of 4.5 meters. (Site Plan Control By-law, Section 6.6)

Matters for Site Plan

- At the Site Plan Application submission, a Photometric Plan will be required if any new proposed light standards. Clarify any lighting impacts on abutting properties and public-right-of-way.
- Site Plan is supportive of the proposed minimum 3m landscape buffer provided to screen parking along Colonel Talbot Road. Carry forward the proposed all-season landscape screening treatment in subsequent submissions.
 - Alternatively, consider locating the development closer to Colonel Talbot Road. (The London Plan, 1216).
- The provided elevations are noted. Ensure that the full set of elevations are dimensioned in metric. (Site Plan Control By-Law 1.8,f).
- Clarify the location and type(s) of fencing and/or screening that is proposed on the Site Plan. Demonstrate how any planting in accordance with the Site Plan Control By-law can be accommodated.
- Clarify pedestrian, vehicular, and cyclist circulation.
 - On the Site Plan outline the location of pedestrian and vehicular entrances.
 - Ensure that all walkways abutting a parking space are a minimum width of 2.1m.
 - The applicant has identified the bicycle parking requirements as Tier 3, which requires a total of 7 short-term bicycle parking spaces based on the GFA of the proposed agricultural machinery dealership. Clarify the location of the proposed bicycle parking.
- The proposed development exceeds the minimum parking requirement. Reduce parking to provide the required planted islands.
 - Provide landscape planting islands every 15 parking stalls as per the Site Plan Control By-law. (Site Plan Control By-Law – 6.2).
- Clarify the access routes for emergency vehicles including the location, width, turning radius, vertical alignment, and location of the fire route.
 - Show the location of the fire route sign(s) on the plan (Site Plan Control By-Law 6.7).
- Ensure that the rendering and site plan are consistent.
 - Ensure that the provided accessible parking spaces are provided in accordance with the Zoning By-Law Z.1 – Section 4 and Site Plan Control By-Law.
- Clarify how waste and recycling collection will be handled on site and whether municipal or private waste and recycling collection is planned.
- Clarify the snow removal location(s).

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.

Parks

Major Issues

- None.
-

Matters for OPA/ZBA

- None.

Matters for Site Plan

- 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 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. Parkland Dedication will be finalized through the Site Plan Approval process.

Landscape Architecture

Major Issues

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

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

- A tree preservation plan will be a requirement of a site plan application to:
 - establish the ownership of trees growing along property lines, including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21
 - Identify City Owned trees and shrubs that will be impacted by proposed development. To request the removal of a city tree or to request consent to damage the root system of a City tree, contact Forestry Dispatcher at trees@london.ca
 - Determine total dbh proposed for removal to determine tree replacement. London Plan Policy 399 requires 1 tree for every cm dbh removed.

Urban Design

The subject site is located within the Farmland Place Type outside of the Urban Growth Boundary. Urban Design would recommend reducing the amount of proposed parking and vehicular movement to create a safe pedestrian environment within the site. Refer to The London Plan (TLP) 255

If the Applicant moves forward with the proposal, Urban Design has the following comments:

Matters for Zoning

1. Provide a maximum front yard setback from Colonel Talbot Road to limit the amount of parking in the front yard. TLP 259
2. Provide a minimum parking setback from the property line along Colonel Talbot Road to allow for a landscape buffer and screening. TLP 278, 272

Matters for Site Plan

1. Provide an enhanced façade treatment for the proposed building including a large proportion of transparent glazing, as well as signage and the principal entrance, oriented to Colonel Talbot Road. TLP 291
 - Flip the elevation so that principal entrances, wrap-around canopy/overhang and signages are located to the north-east corner near the entry to the site to promote accessibility and wayfinding. TLP 290

2. Screen the parking and wastewater treatment facility area visible from Colonel Talbot Road with enhanced all-season landscaping to mitigate the visual impact on the public realm. TLP 278
3. Ensure the proposed disposal bed is screened by landscape elements (planters, low-height shrubs or walls) to mitigate any potential negative impact on users entering the site from Colonel Talbot Road. TLP 266
4. Consider reducing the amount of gravel/paved surfaces to increase the amount of landscape area for visual amenity, to assist with stormwater management, and to reduce the heat island effect. TLP 282, 283

Engineering

- The site does not have access to municipal sanitary or water. An h-17 holding provision will be a requirement for zoning approval.

Heritage

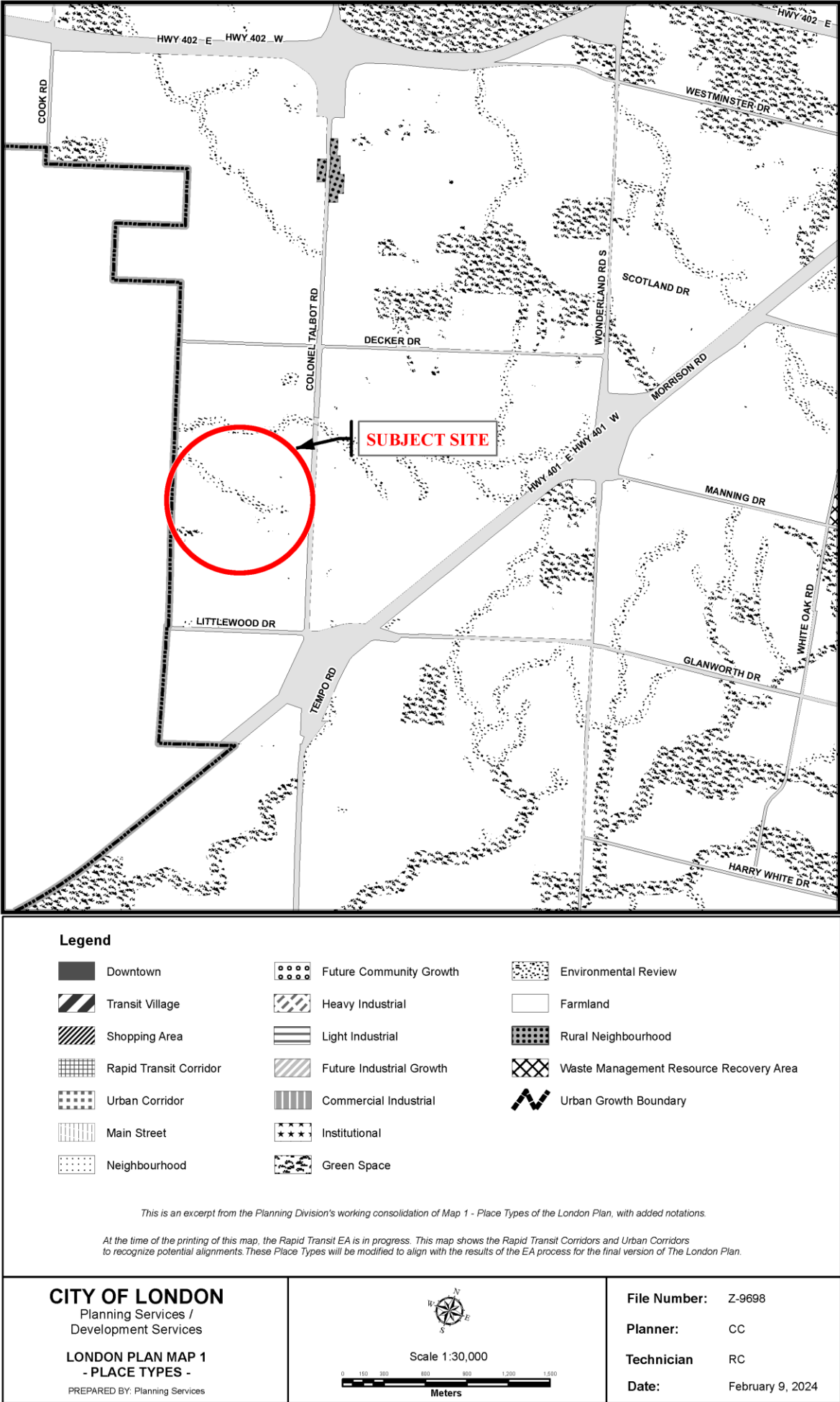
- The h-18 holding provision will be in place until all archaeological matters have been addressed.

Ecology

- *Major issues identified*
 - Valleylands, and unevaluated wetlands and a watercourse on, or adjacent to, the site have been identified on Map 5 of The London Plan based on current aerial photo interpretation.
 - The site falls within the Upper Thames Conservation Authority Regulation Limit and is subject to the Conservation Authorities Act. The proponent is encouraged to reach out to UTRCA to determine if permits are required.
- No studies are requested at this time given that that proposed development falls greater than 30 m away from the identified potential features on site.

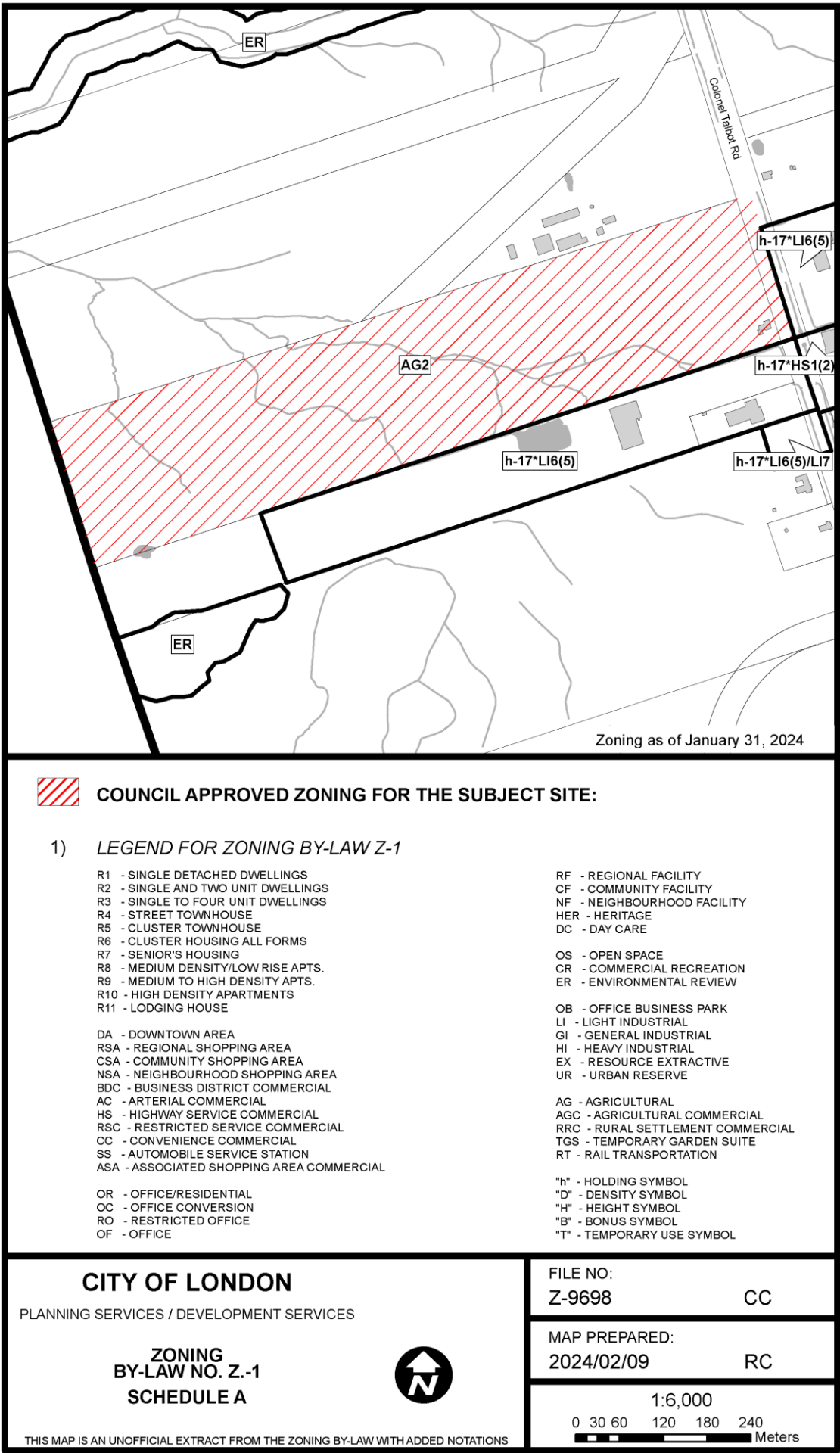
Appendix D – Relevant Background

The London Plan – Map 1 – Place Types



Project Location: E:\Planning\Projects\p_officialplan\workconsolid\00\excerpts_LondonPlan\mxds\Z-9698-Map1-PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

6097 Col. Talbot Rd.

The Rainham map also shows that diesel emissions are significantly responsible for the highest emission areas of the city. This project proposes bringing a heavy equipment/agricultural machinery dealership to what is currently an agricultural area. London should be aiming at ultimately eliminating diesel traffic from the city. Initially effort should be directed at limiting that diesel traffic. This project would actually expand the opportunity for diesel vehicles to spread emissions to an area not currently unaffected.. It should not be approved.

Angus Johnson, Greenspace Alliance

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: Farhi Holdings Corporation (c/o Jim Bujouves)
192-196 Central Avenue
File Number: Z-9695, Ward 13
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Farhi Holdings Corporation relating to the property located at 192-196 Central Avenue:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, 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 R10/Office Residential/Temporary Zone (R10-4*H26/OR5*D303*H26/T-70)) Zone **TO** a Residential R10 Special Provision (R10-4(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Ensure the landscape plan is implemented;
 - ii) Ensure a west interior side yard setback of 1.5 metres for 3rd floor amenity space encroachment;
 - iii) Ensure a minimum setback of 1.5 metres from all property lines to the underground parking structure;
 - iv) Demonstrate that the recommendations included within Section 9 of the Heritage Impact Assessment are implemented.
 - v) Consultation with the Municipal Housing Development division for the provision of affordable units be undertaken as part of the Site Plan process;

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 amendments conform 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 conforms to the High-Density Residential overlay, Near-Campus Neighbourhoods and Talbot Mixed-Use Area policies;
- iv) The recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

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 R10/Office Residential/Temporary Zone (R10-

4*H26/OR5*D303*H26/T-70)) Zone to a Residential R10 Special Provision (R10-4(_)) Zone with a number of special provisions related to building height, density, reductions to building setbacks and site amenities, and an increase to the lot coverage.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law with special provisions to permit a 13-storey residential development at a maximum density of 678 units per hectare. Special provisions will ensure a more slender built form that increases sunlight penetration, fosters a more comfortable pedestrian environment along the street, and reduces potential impacts related to shadowing and privacy.

The recommended action will permit a 13-storey, **126-unit residential development**.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London’s growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Economic Growth, Culture, and Prosperity** by increasing residential occupancy and livability in the Core Area.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – 192-196 Central Avenue, 193-197 Central Avenue, and 200 Albert Street, TZ-9316 – May 10, 2021

PEC Report – 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street, Z-8336 – June 17, 2014.

1.2 Planning History

On January 20, 1992, City Council passed a Zoning By-law amendment to permit a parking lot on the subject land for a period of two years. The temporary use expired in 1994 and subsequent Zoning By-law amendments were approved in 1997, 2000, 2008, 2011, 2014, 2017 and 2021 to allow use of the property for a temporary surface commercial parking lot.

1.3 Property Description and Location

192-196 Central Avenue is located along the north-side of Central Avenue, within the Central London Planning District. The subject lands have a frontage of 49 metres along Central Avenue, a depth of 40.35 metres and a total area of 1,869m². The subject lands currently contain a surface commercial parking lot, with two accesses from Central Avenue and a laneway access to the rear and east. Four City-trees are located in the Central Avenue boulevard in front of the subject lands. Central Avenue is a Neighbourhood Connector with an average annual daily traffic volume of 13,000 vehicles per day. Central Avenue has sidewalks on both sides of the street, and is a signed bike road route.

The surrounding neighbourhood consists of a broad range of uses including low density/single detached housing, offices, a range of commercial uses and surface parking. The site is within walking distance of Richmond Street, Victoria Park, Thames River and the City’s downtown area.

Site Statistics:

- Current Land Use: surface parking

- Frontage: 49 metres (161 feet)
- Depth: 40.35 metres (132 feet)
- Area: 0.19 hectares (0.46 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: low-rise residential, office, surface parking lot.
- East: Commercial/ retail, restaurant.
- South: surface parking lot, low-rise residential and commercial.
- West: low-rise residential and a bookstore.

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods Place Type fronting a Neighbourhood Connector
- Existing Special Policies: High Density Residential Overlay (from 1989 Official Plan), Talbot Mixed Use Area, Near-Campus Neighbourhood.
- Existing Zoning: Residential R10/Office Residential/Temporary (R10-4*H-26/OR5*D303*H26/T-70) Zone.

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

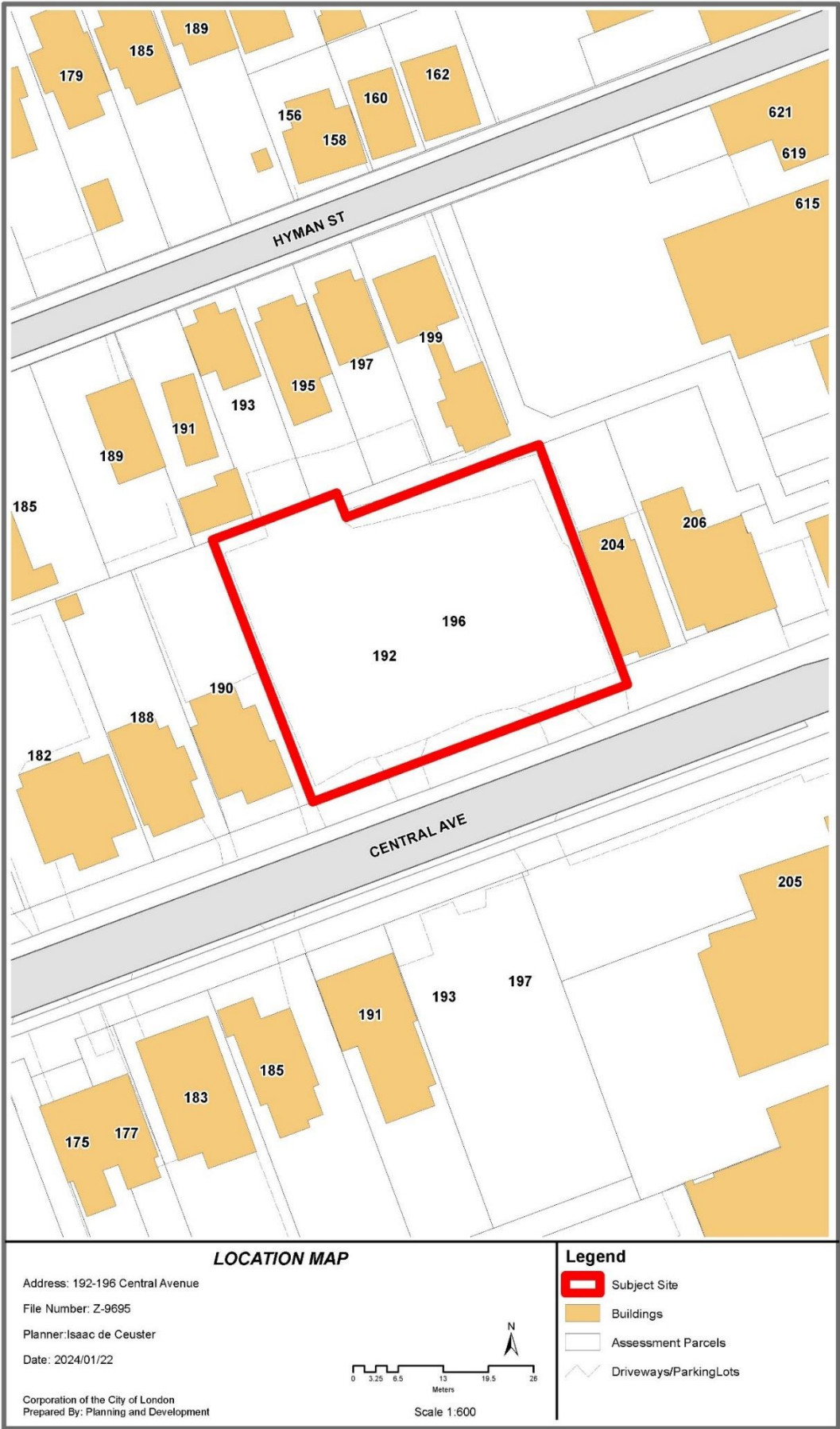


Figure 1- Aerial Photo of 192-196 Central Avenue and surrounding lands



Figure 2 - Streetview of 192-196 Central Avenue (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

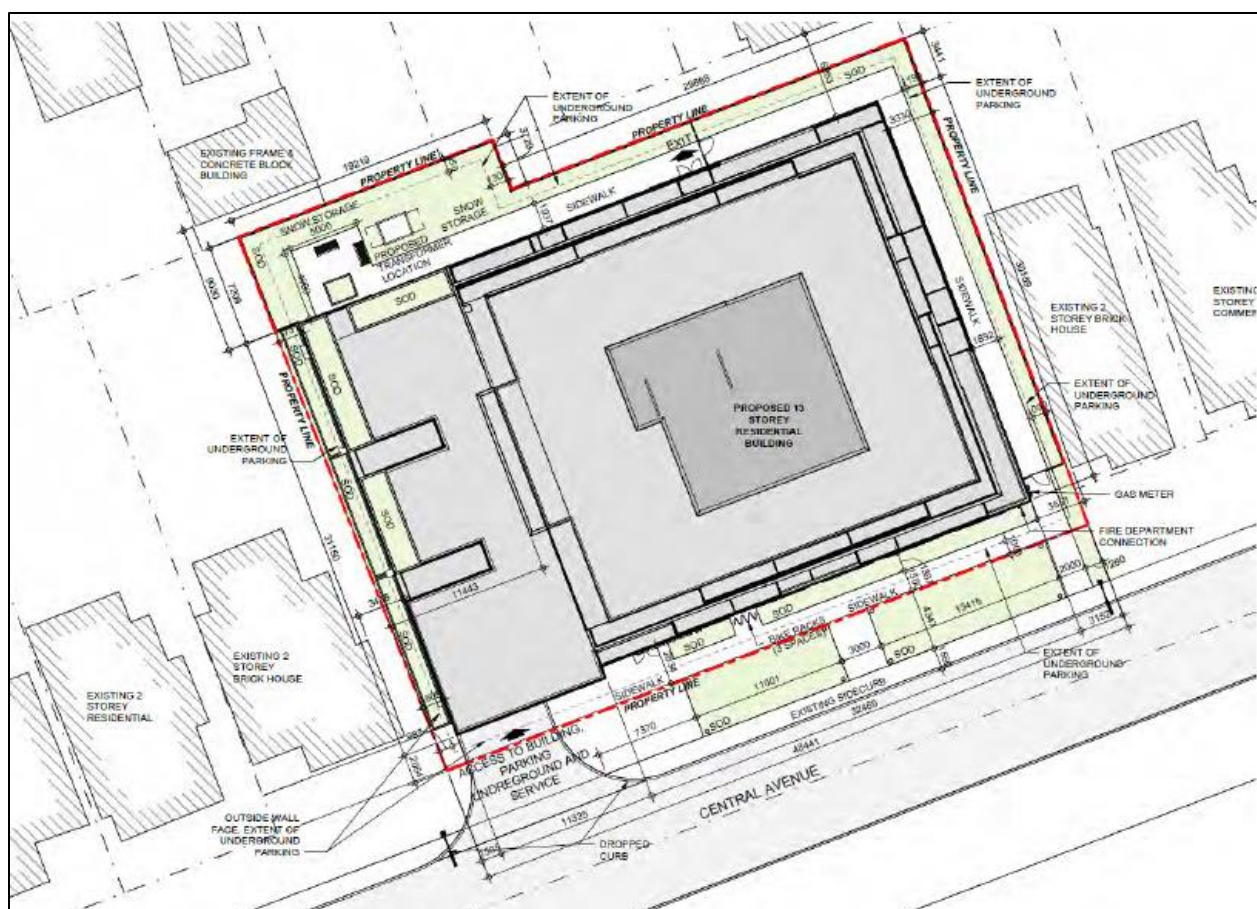
The applicant is proposing a 13-storey residential development consisting of 126 residential units and two levels of underground parking to provide 68 parking spaces. The development also includes a total of 114 bicycle spaces, of which a 101 are long-term spaces and 13 spaces are short-term. The proposed development has a 3-storey podium, with stepbacks at levels 4 and 10. The ground floor includes six townhouse dwellings, and a central lobby leading to the upper residential floors and underground parking. Vehicular access is proposed from Central Avenue on the western side of the proposed building which will lead to underground parking levels. An at grade drop-off/pick-up area and loading bay are provided off the driveway to the west of the proposed building. No surface parking is provided as part of this development.

Landscaping is proposed along the north, east and south property boundaries, with a screen along the western property boundary to provide a buffer from the driveway. The proposed building provides indoor amenity space on the second and third floors, with the third-floor area leading out the private outdoor amenity space above the driveway. Further, private amenity areas are provided to individual units in the form of private patio areas at grade for the townhouse dwellings and balconies for the upper residential apartment units.

The proposed development includes the following features:

- Land use: residential
- Form: high-rise development
- Height: 13-storeys (47.8m)
- Residential units: 126
- Density: 678 units / hectare
- Gross floor area: 13,979.9m²
- Building coverage: 70.5%
- Parking spaces: 68 underground spaces
- Bicycle parking spaces: 114 inside spaces
- Landscape open space: 14.7%
- Functional amenity space: 271.6 m²

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



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 By-law Z.-1 to rezone the property from a Residential R10/Office Residential/Temporary Zone (R10-4*H26/OR5*D303*H26/T-70)) Zone to a Residential R10 Special Provision (R10-4(_)) Zone. The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R10-4)	Required	Proposed
Height (maximum)	26m	47.8m
Density (maximum)	303 units per hectare	678 units per hectare
Front yard setback (minimum)	10.48m	3.0m
Interior side yard setback - east (minimum)	19.12m	3.1m
Interior side yard setback - west (minimum)	19.12m	12.4m
Rear yard setback (minimum)	19.12m	3.4m
Landscaped open space (minimum)	20%	14.7%
Lot Coverage (maximum)	45%	70.5%
Bicycle Parking – Long Term	0.9 spaces per unit (113 spaces)	0.8 spaces per unit (101 spaces)

Staff are recommending approval of the R10-4 zone including the special provisions noted above. Additionally, staff are recommending the following special provisions:

- A 2.0 metres stepback after the first 3-storeys in height on the portion of the building fronting Central Avenue;
- A 2.0 metres stepback after the first 3-storeys in height for the rear portion of the building;
- A maximum tower floorplate of 875 square meters;
- An interior side yard setback of 1.5 metres to the raised amenity space structure.

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Staff commends the applicant for proposing redevelopment of a surface parking lot and supports a residential apartment building in this location.
- Ensure that paratransit layby area can function without the need for vehicles to reverse, and confirm curb radius for the access driveway is at least 9.0 metres.
- Concerns with compatibility of proposed setbacks, height and massing.

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

2.4 Public Engagement

On January 12, 2024, Notice of Application was sent to 111 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

There were two responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Scale development
- Lack of Site Plan approval application
- Special provisions
- Reduced setbacks, especially from the west property line
- Shadow impact on surrounding properties
- Lack of affordable housing
- Heritage designation for the North Talbot neighbourhood

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

There are no direct municipal expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The Neighbourhoods Place Type contemplates a range of residential uses, dependant upon the street classification on which the property has frontage. As set out in Table 10, the range of permitted uses along a Neighbourhood Connector include single-detached, semi-detached, duplex, converted dwellings, townhouses, additional residential units, home occupations, group homes, triplexes and small-scale community facilities (TLP,

Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). As the subject site is located in Central London, fourplexes, stacked townhouses and low-rise apartments are permitted uses as well. The London Plan provides that where more specific policies existing relating to permitted uses and intensity of development for an area or specific site, those more specific policies shall prevail (TLP, 920_3).

High Density Residential Overlay

As shown in Figure 5 (below) and Appendix G of this report, the subject property is within the ‘High Density Residential Overlay’ (HDR), Map 2 – High Density Residential Overlay (from 1989 Official Plan) in The London Plan. Map 2 is an overlay that permits high-rise buildings, in addition to the policies of the underlying Urban Place Types identified in Map 1 (TLP, 955_).



Figure 5: Excerpt Map 2 – High Density Residential Overlay (from 1989 Official Plan)

Policy 958_1 sets out that notwithstanding the height and intensity policies of the underlying Place Type, inside the Primary Transit Area residential development may be permitted up to 14 storeys in height within the High-Density Residential Overlay (TLP, 958_1). As such, the proposed high-rise apartment building is a permitted use and in keeping with the High-Density Residential Overlay policies of The London Plan. Staff are agreeable that the proposed use is in conformity with the policies of The London Plan.

4.2 Intensity

The London Plan places an emphasis on growing ‘inward and upward’ to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The London plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact city (TLP, 59_3).

Table 11 of The London Plan provides a range of permitted heights in the

Neighbourhoods Place Type based on street classifications. As the subject site has frontage on a Neighbourhood Connector and is located in Central London, the minimum permitted height is 1-storey and the upper maximum permitted height is 4-storeys.

Further, policy 958_1 sets out that inside the Primary Transit Area, residential development may be permitted up to 14 storeys in height within the High Density Residential Overlay. Within the Talbot Mixed-Use Area, the HDR Overlay, as identified on Map 2, may be considered for high and medium density residential forms of development, as determined through the zoning by-law amendment process, that involve substantial land assembly and provide a high standard of site and building design with emphasis on landscaped open space and underground or appropriately screened parking areas (TLP, 1027_).

The proposed residential intensity is consistent with the residential intensification policies of The London Plan that encourage infill development on vacant or underutilized lots (TLP, 939_5) and the High Density Residential Overlay policies which contemplate a maximum height of 14 storeys for residential development within the Primary Transit Area (TLP, 958_1). Staff agree the site is in an appropriate location for intensification, given its proximity to existing services, transit, and the downtown. The impacts on adjacent low-rise buildings can be mitigated by building placement, setback and stepbacks, and appropriate landscaping and screening. Staff is also of the opinion that land assembly was not required as the existing lot is considered sufficient to accommodate the proposed use.

4.3 Form

All planning and development applications will conform with the City Design policies of The London Plan (TLP, 194_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP, 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (TLP, 252_ and 253_). Buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (TLP, 254_ and 259_). To reduce the visual impact of parking, parking for large buildings, such as high-rise residential buildings should be located underground, or integrated within the building design (TLP, 275_).

The subject site is located in the Neighbourhood Place Type, fronting a Neighbourhood Connector. The London Plan provides that front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector (TLP, 936_4). The proposed development provides all off-street parking within two levels of underground parking, with no front-yard or surface parking proposed.

High and mid-rise buildings should be designed to express three defined components: a base, middle, and top (289_). High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_). High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate the right-of-way, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

The base of the proposed development has been designed with many positive features, which were commended by Urban Design staff. These include: a highly distinguishable principal building entrance facing the street, a high degree of transparent glazing and active uses on the ground floor facing Central Avenue, a reduced front yard setback and provision of underground parking. An elevation depicting the base of the building is

contained in Section 2.1 of this report.

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building is the portion of the building above the podium-base and consists of the residential tower. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design (289_3).

The applicant attended the Urban Design Peer Review Panel (UDPRP) on September 20, 2023. The UDPRP comments and responses provided by the applicant are included in Appendix “F” of this report.

The proposed development is oriented towards Central Avenue to allow for the building to be situated adjacent to the street, as per City Design policies (TLP, 259_). The building is sited with minimal setbacks from the public street to create a comfortable pedestrian environment and to ensure the base of the building will establish a human scale façade with active frontages (TLP, 259_1). The proposed development includes the following setbacks:

- South façade fronting Central Avenue: 1.0 metres setback at level 4 (above the podium) and additional 1.7 metres setback at level 10;
- North façade: 1.37 metres setback at level 4 (above the podium) and additional 1.48 metres setback at level 10;
- East façade: 1.96 metres setback at level 4 (above the podium) and additional 1.0 metres setback at level 10;
- West façade: 0.07 metres (7 centimeters) setback at level 4 and additional 1.73 metres setback at level 10.

As previously noted, Staff is recommending a minimum 2-metre step after the first 3-storeys in height of the building fronting Central Avenue and for the rear portion of the building, to help define the base and establish an appropriate human-scale along Central Avenue. The recommended setbacks above the podium are recommended and incorporated into the special provisions to minimize potential impacts and achieve the pedestrian-scale with the adjacent heritage-listed properties. The step-backs will also ease the transition between the 2-storey heritage-listed property at 204 Central Avenue to the proposed development. Given the narrow setbacks between the properties, the step-back will be an important mitigating factor, as noted within the applicant’s Heritage Impact Assessment.

The additional setbacks above the 9th floor are proposed by the applicant to help mitigate impacts of the additional height. The properties to the east (204 and 206 Central Avenue) are also within the High Density Residential Overlay and could be expected to develop with a high-rise form. The setbacks provided will help ensure an appropriate setback from the tower portion of the building above the 9th storey to the eastern side property line and the adjacent property (TLP, 253_). The setbacks above the 9th floor to the north and south will help mitigate the impact of the high-rise on the surrounding low-rise neighbourhood by minimizing massing, shadowing and visual impact and take the form of slender towers (TLP, 293_). The applicant has proposed a slender tower portion with a floor plate above the podium of 853.5 m² (9,187 square feet) and 693 m² (7,462 square feet) at storey 10 and above. Staff is recommending a maximum tower floor plate of 875 m² (9,418 square feet) to ensure a slender form while providing flexibility to the applicant. As such, Staff have identified the following design refinements for the building:

- Special zoning provisions for setbacks to mitigate impacts on the existing and planned neighbourhood and listed heritage properties, and to provide a human-scale environment along the proposed building edge:
 - Additional building setbacks above the 3rd storey on the front and rear portion of the building;
- Special zoning provision to ensure a maximum tower floor plate of 875 m².

- Include zoning provisions for the encroachment of the outdoor amenity area on top of the cantilevered portion of the building over the drive aisle.

Overall, the proposed form and design meets the intent of The London Plan.

4.4 Zoning Provisions

The 'R-10' Zone is intended to permit and regulate medium to high-density development in various forms of apartment buildings. The 'R10-4' Zone permits apartment buildings and special population accommodations, in the form of lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. The subject lands currently permit a density of 303 uph and a maximum height of 26 metres based on the existing zoning.

Removal Temporary T-70 Zone – The applicant is requesting the removal of the existing Temporary Use T-70 Zone. As set out in Section 50.2 of the Zoning By-law, the existing T-70 zone permits a commercial surface parking lot at 192-196 Central Avenue, 193-197 Central Avenue and 200 Central Avenue for a temporary period not exceeding three (3) years beginning June 24, 2014. The Temporary Use was extended in 2017 and 2021. As a result of the proposed residential development, the lands will no longer be used for a commercial parking lot and as such, the applicant has requested the T-70 to be removed. Policy 1673_ of The London Plan sets out that it is not intended that temporary uses will be permitted on a long-term basis and they will not be permitted where there may interfere with the long-term planning of for a site (TLP, 1673_). Staff are of the opinion that the request to remove the Temporary Use T-70 zone is appropriate based on The London Plan goals to build a mixed-use compact city that will support active mobility choices (TLP, 59_ & 60_).

The applicant has requested the following special provisions as part of the application.

Height – The applicant is requesting a special provision to permit a maximum building height of 13 storeys or 47.8 metres (including the mechanical penthouse), whereas the Zoning By-law permits a maximum building height of 26 metres or 8 storeys. As the subject site is located in the High Density Residential Overlay, staff are of the opinion that the proposed maximum building height is appropriate based on The London Plan policies (TLP, 958_) and that the impacts of that additional height have been appropriately mitigated as identified in section 4.3 above.

Density –The subject lands currently permit a density of 303 units per hectare, based on the existing zoning. The applicant is requesting a special provision to permit a maximum density of 678 uph. The intent of the HDR Overlay is to support high-density residential development that is pedestrian-oriented and supportive of public transit. The proposed density is consistent with the residential intensification policies of The London Plan that encourage infill development on underused lots (TLP, 939_5) and the High Density Residential Overlay policies which contemplate a maximum height of 14 storeys for residential development within the Primary Transit Area (TLP, 958_1). The proposed development is located in the proximity of seven LTC bus routes, which will support the use of transit by future residents. Further, the subject site is located close to the Rapid Transit Corridor Protected Major Transit Station Area along Richmond Street (TLP, Map 10 – Projected Major Transit Station Areas) and Central Avenue is identified as cycling and walking route in The London Plan. Staff are of the opinion that the proposed density of 678 uph is appropriate given the High Density Residential Overlay and will support the viability of existing public transit and active modes of transportation.

Front yard setback –The applicant is requesting a special provision to permit a front yard depth of 3.0 metres, whereas 10.48 metres would be the minimum front yard setback required. The reduced front yard setback is commended by staff to site the proposed development closer to the street and create a human-scale relationship with the public realm that is comfortable for pedestrians. Staff is supportive of the reduced front yard setback.

East interior side yard and rear yard setback –The applicant is requesting a special provision to permit a minimum east interior side yard depth of 3.1 metres, whereas

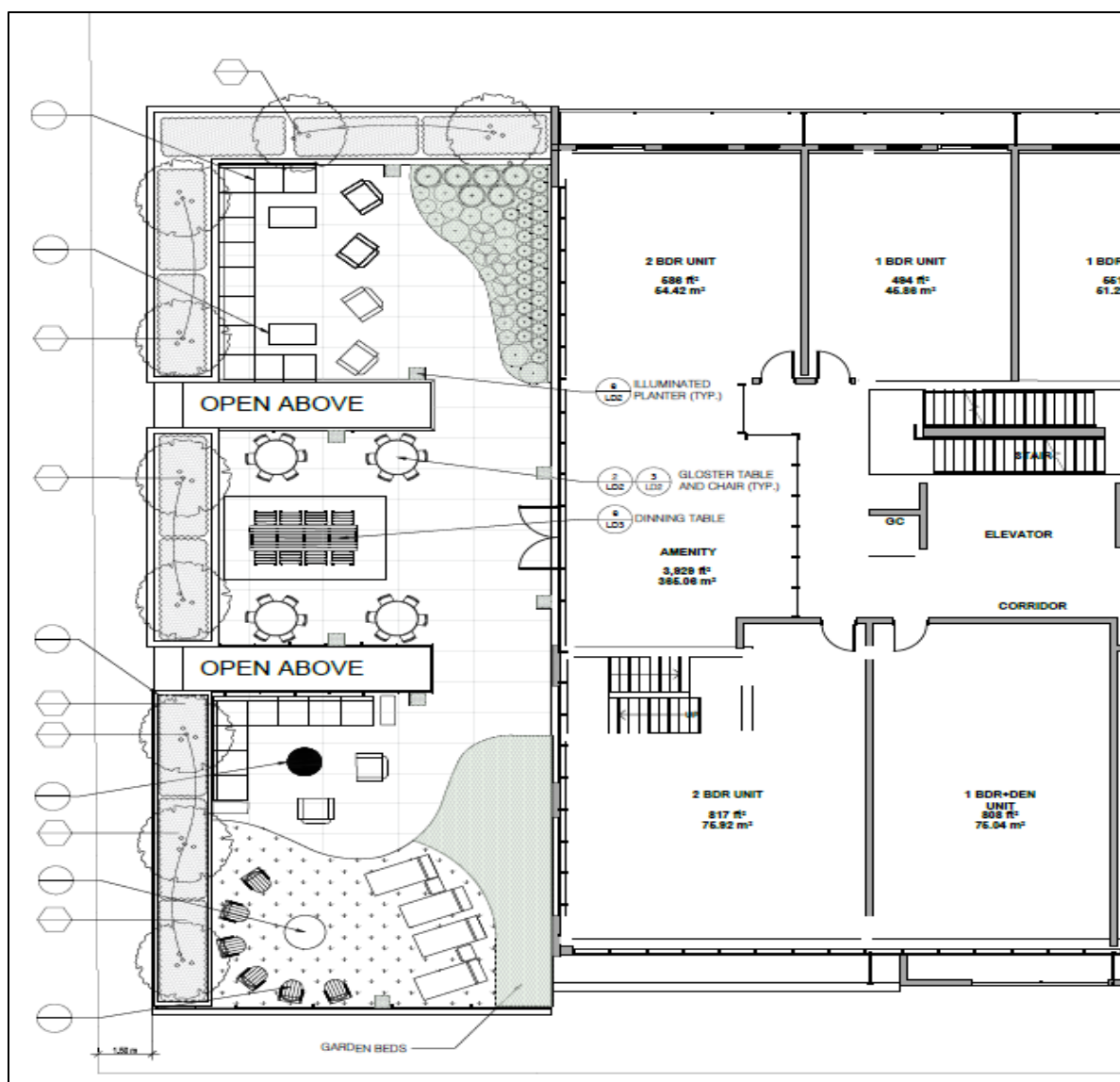


Figure 7: Rooftop Plan 192-196 Central Avenue (January 2024)

Maximum lot coverage –The applicant is requesting a special provision to permit a maximum lot coverage of 70.5%, whereas a maximum of 45% is permitted. Staff is of the opinion that the increased lot coverage is appropriate to facilitate intensification within the urban growth boundary on a site that has a High Density Residential Overlay designation. The site is currently occupied by an underutilized land use, and is almost entirely paved and used for surface parking. The potential development will result in additional landscaped areas and will decrease the amount of impervious surfaces on the property.

Minimum long-term bicycle parking rate – The applicant is requesting a special provision to permit a minimum long-term bicycle parking rate of 0.8 spaces per unit, whereas 0.9 spaces per unit are required. Staff are supportive of the reduced long-term bicycle rate as the provision of 101 long-term bicycle spaces whereas 113 spaces are required is considered minor in nature. The proposed development includes a total of 114 bicycle parking spaces on-site (101 long-term and 13 short-term) to promote the use of active transportation.

Staff recommended Special Provisions:

Staff have identified the following design refinements for the building:

- Special zoning provisions for stepbacks to mitigate impacts on the existing and planned neighbourhood and listed heritage properties, and to provide a human-scale environment along the proposed building edge:
 - Additional building stepbacks of 2.0 metres above the 3rd storey on the north and south portion of the building
 - Special zoning provision for a maximum tower floor plate of 875 m² to minimize massing, shadowing and impact on neighbouring properties.

- Include zoning provisions for the encroachment of the outdoor amenity area on top of the cantilevered portion of the building over the drive aisle.

4.5 Near-Campus Neighbourhood

The Near-Campus Neighbourhoods are located within proximity to Western University and Fanshawe College and are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (The London Plan, 962_, 963_ and 964_). The subject site is identified as being in proximity to Western University. The policies are meant to augment the applicable place type policies and the Our Tools within The London Plan (The London Plan, 962_).

A number of planning goals have been established to serve as an additional framework for all planning applications, including:

- Plan for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas and recognizing areas that have already absorbed significant amounts of intensification;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Directing residential intensification to transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning to allow for residential intensification which is appropriate in form, size, scale, mass, density, and intensity.
- Ensuring that residential projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties;
- Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of The London Plan;
- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

In Near-Campus Neighbourhoods, most intensification will be directed to place types that are intended to allow for mid-rise and high-rise residential development. Intensification may also occur in some locations within the Neighbourhoods Place where it is permitted in Tables 10 to 12 and meets the Near-Campus Neighbourhoods policies of The London Plan. Intensification is also permitted on lands that are within the High Density Residential Overlay (The London Plan, 967_).

The proposed development will provide intensification on an underutilized site (surface parking lot) identified for increased heights and intensity through the HDR Overlay and encourages an appropriate high-rise form of development, adjacent to a significant transit corridor. The proposed zoning will ensure that the development will be appropriately accommodated on the site, and within the surrounding context. Further, the proposed development provides for a built form that is considered compatible and respectful to adjacent properties. The design of the site will enhance the streetscape and contribute to the overall character of the neighbourhood and respond to the adjacent heritage properties. The proposed mix of apartment units and at-grade townhouses will provide a mix of housing types in this area adjacent to the downtown.

Overall, the proposed development is in keeping with the policies of the Near-Campus Neighbourhood.

Policy 969_ of The London Plan further discourages forms of intensification within Near-Campus Neighbourhoods that:

- Are inconsistent with uses and intensity shown in Tables 10 to 12 of The London Plan;
- Are within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity;
- Require multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied;
- Are located on inadequately sized lots that do not reasonably accommodate the use, intensity, or form of the proposed use;
- Contain built forms that are not consistent in scale and character with the neighbourhood;
- Continue an ad-hoc and incremental trend towards residential intensification within a given street, block or neighbourhood.

Urban design qualities are to be incorporated into the design to ensure intensification projects contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties. Zoning is to be utilized to ensure residential intensification occurs in a manner which is appropriate in form, size, scale, mass, density, and intensity.

Staff is agreeable that redevelopment of the subject lands into a high-rise form of development aligns with the intent of the Near-Campus Neighbourhoods policies. The subject lands have the High Density Residential Overlay designation and are located adjacent to a higher order street in a strategic location where residential intensification would be appropriate.

4.6 Talbot Mixed-Use Area Special Policy

A special policy for the Talbot Mixed-Use Area recognizes that there will be proposals for the conversion of existing dwellings to commercial and office use, and redevelopment of lands for multi-family residential uses in the area bounded by Richmond Row to the east, the Downtown to the south, the Thames River to the west and Ann Street to the north. While portions of this area are appropriate for conversion and/or redevelopment, the scale and form of any redevelopment or change in land use shall not adversely impact the amenities and character of the surrounding area (TLP, 1025_). Additional criteria for evaluation specific to the lands within the High Density Residential (HDR) Overlay permits high and medium density residential forms of development that involve substantial land assembly and provide a high standard of site and building design with emphasis on landscaped open space and underground or appropriately screened parking area (TLP, 1026_ & 1027_)

TLP policy 1030_ is specific to Central Avenue (between Talbot Street and Richmond Street) within the HDR Overlay, and sets out the lands are appropriate for the development of a mixed-use corridor with a low profile which provides a transition between the higher-intensity uses to the south and the lower-intensity uses to the north. New buildings will be encouraged to adopt a residential style and limitations will be placed on signage, location of parking areas, and additions to buildings. The consolidation of off-street parking at a location that is peripheral to this area shall be encouraged (TLP, 1030_).

The proposed development provides a high-density residential form of intensification that will provide a high standard of building and site design and contribute to the overall character of the neighbourhood. Based on the analysis provided above, staff is confident the proposed development is appropriate and meets the intent of the Talbot Mixed-Use Area policies.

4.7 Heritage

A number of properties in proximity to the site are listed under the Municipal Heritage Register, including 190 Central Avenue, 191 Central Avenue, 204 Central Avenue, 205 Central Avenue/599/601 Richmond Street, 195 Hyman Street, 197 Hyman Street and 199 Hyman Street.

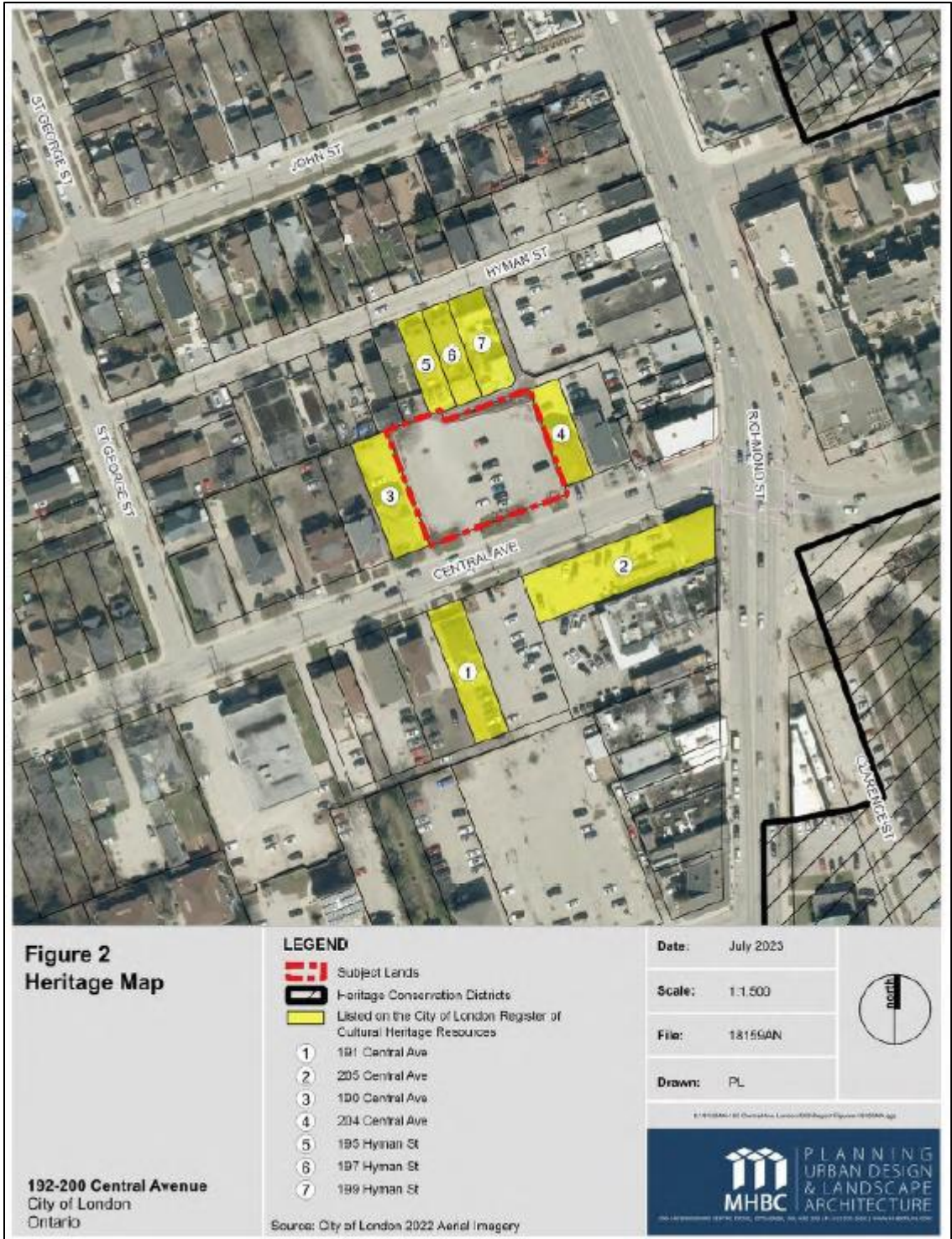


Figure 8: Aerial photo identifying the subject lands with red dotted line and adjacent heritage listed properties on the City's municipal heritage register in yellow.

A Heritage Impact Assessment (HIA) was prepared by MHBC as part of a complete application package to review the relevant historical documents, evaluate potential cultural heritage value, identify cultural heritage resources, assess potential impacts and recommend mitigation impacts. It was determined that there will be negligible impacts of indirect obstruction of kinetic views of the properties located at 190 and 204 Central Avenue and the background view of the properties along Hyman Street. Further, potential impact as a result of land disturbances was identified, in particular the two-level underground parking garage. There is also potential impact as a result of changes to grade and accidental damage from construction activities, equipment and material. The following mitigation and conservation measures have been provided in the HIA to mitigate adverse impacts:

- In order to mitigate the impacts on kinetic views, increased step backs on the front (south) and step back along the east elevation are recommended, in particular as it relates to the building located at 204 Central Avenue.
- Completion of a landscape plan to provide a transitional buffer between the proposed development and surrounding area to integrate the new building into the mature neighbourhood and conserve views;
- Recommendation for a Temporary Protection Plan to be completed specific to construction period for the properties located at 190 and 204 Central Avenue and 199 Hyman Street. This Plan is recommended to include:
 - A Vibration Monitoring Plan to determine the Zone of Influence (ZOI) and implementation thereof if warranted through the completion of the plan;
 - A certification from a structural engineer that the footings and shoring will not damage adjacent cultural heritage resources specifically located at Carriage House located at 199 Hyman Street, the existing buildings located at 190 and 204 Central Avenue;
 - Implementation measures to ensure that construction equipment and material not be stored within the immediate vicinity of the adjacent designated properties and that drainage be monitored to ensure that excavation and changes in grading do not negatively impact the adjacent properties;
 - Pre-condition assessment of buildings including the Carriage House located at 199 Hyman Street, the existing buildings located at 190 and 204 Central Avenue, as visible from the subject lands unless otherwise authorized by adjacent land owners;
 - Hoarding Plan; and,
 - Risk Management Plan.

Staff have agreed with these findings and recommend special provisions related to stepbacks as identified in the HIA to be incorporated into the site.

4.8 Neighbourhood & Agency Concerns

Public comments received on the proposed application expressed concerns related to the following:

- Scale development
- Lack of Site Plan approval application
- Special provisions
- Reduced setbacks, especially from the west property line
- Shadow impact on surrounding properties
- Lack of affordable housing
- Heritage designation for the North Talbot neighbourhood

Discussion on the scale, special provisions including setbacks and building design can be found within the previous sections of the report (Section 4.1 – 4.3 - Use, Intensity and Form).

Lack of Site Plan approval application

A Site Plan pre-submission Consultation Meeting was held between the applicant and the City of London. Planning and Development generally do not run these two planning processes concurrently and the Site Plan process is initiated after the Zoning By-law Amendment is completed. It is anticipated that the Site-Plan Approval process will be initiated by the applicant following this Zoning By-law Amendment.

Shadowing

Since no shadow study was submitted as part of the application, Planning and Development Staff conducted a shadow study, which is shown in Appendix C. The shadow study shows that shadows move relatively quickly, traversing across existing development within approximately 2-3 hours.

Lack of affordable housing

The City cannot dictate whether units can be “affordable” or offered at below market rates. The recent *Planning Act* changes limits the ability for the City to negotiate and secure below market rates through new development (Bonusing Provisions, formerly Section 37 of the Planning Act). There are opportunities that Applicants can explore to incorporate affordable housing units as part of their development. The City has a Municipal Housing Development division in Planning and Economic Development Service Area where Applicants can obtain funding for affordable housing units, and, alternatively, Homelessness Prevention and Housing Department administers various programs including rent subsidies and rebates, as well as Community Housing.

Lack of heritage designation North Talbot Neighbourhood

The North Talbot area is recognized as a potential future Heritage Conservation District in *Heritage Places 2.0*, a Guideline Document to *The London Plan*. Further study and evaluation are required to determine if the North Talbot area meets the new criteria for a Heritage Conservation District in Ontario Regulation 9/06. At this time, Municipal Council has not directed staff to initiate a Heritage Conservation District Study of the North Talbot area.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R10/Office Residential/Temporary Zone (R10-4*H26/OR5*D303*H26/T-70)) Zone to a Residential R10 Special Provision (R10-4(_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a 13-storey, 126-unit, residential high-rise development.

Prepared by:	Isaac de Ceuster 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)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 192-
196 Central Avenue.

WHEREAS Farhi Holding Corporation has applied to rezone an area of land located at
192-196 Central Avenue, as shown of 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 192-196 Central Avenue as shown on the attached map
comprising part of Key Map No. A107, **FROM** a Residential R10/Office
Residential/Temporary Zone (R10-4*H26/OR5*D303*H26/T-70)) Zone **TO**
Residential R10 Special Provision (R10-4(_)) Zone.
- 2. Section Number 14.4 of the R10-4 Zone is amended by adding the following
Special Provisions:

R10-4(_) 192-196 Central Avenue

a. Regulations

i)	Height (maximum)	47.8 metres (156.8 feet)
ii)	Density (maximum)	678 units per hectare
iii)	Front Yard Setback (minimum)	3.0 metres (9.8 feet)
iv)	Interior Side Yard Setback – east (minimum)	3.1 metres (10.2 feet)
v)	Interior Side Yard Setback to main building – west (minimum)	12.4 metres (40.7 feet)
vi)	Interior Side Yard Setback to raised amenity space – west (minimum)	1.5 metres (4.9 feet)
vii)	Rear Yard Setback (minimum)	3.4 metres (11.2 feet)
viii)	Landscaped Open Space (% minimum)	14.7%
ix)	Lot Coverage (% maximum)	70.5%
x)	Bicycle Parking Rate (long-term)	0.8 spaces per unit
xi)	Building Step Back after the first 3-storeys in height on the portion of the building fronting Central Avenue (minimum)	2.0 metres (6.6 feet)
xii)	Building Step Back after the first 3-storeys in height for the rear portion of the building (minimum)	2.0 metres (6.6 feet)
xiii)	Gross floor area tower portion (maximum)	875 square metres

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

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

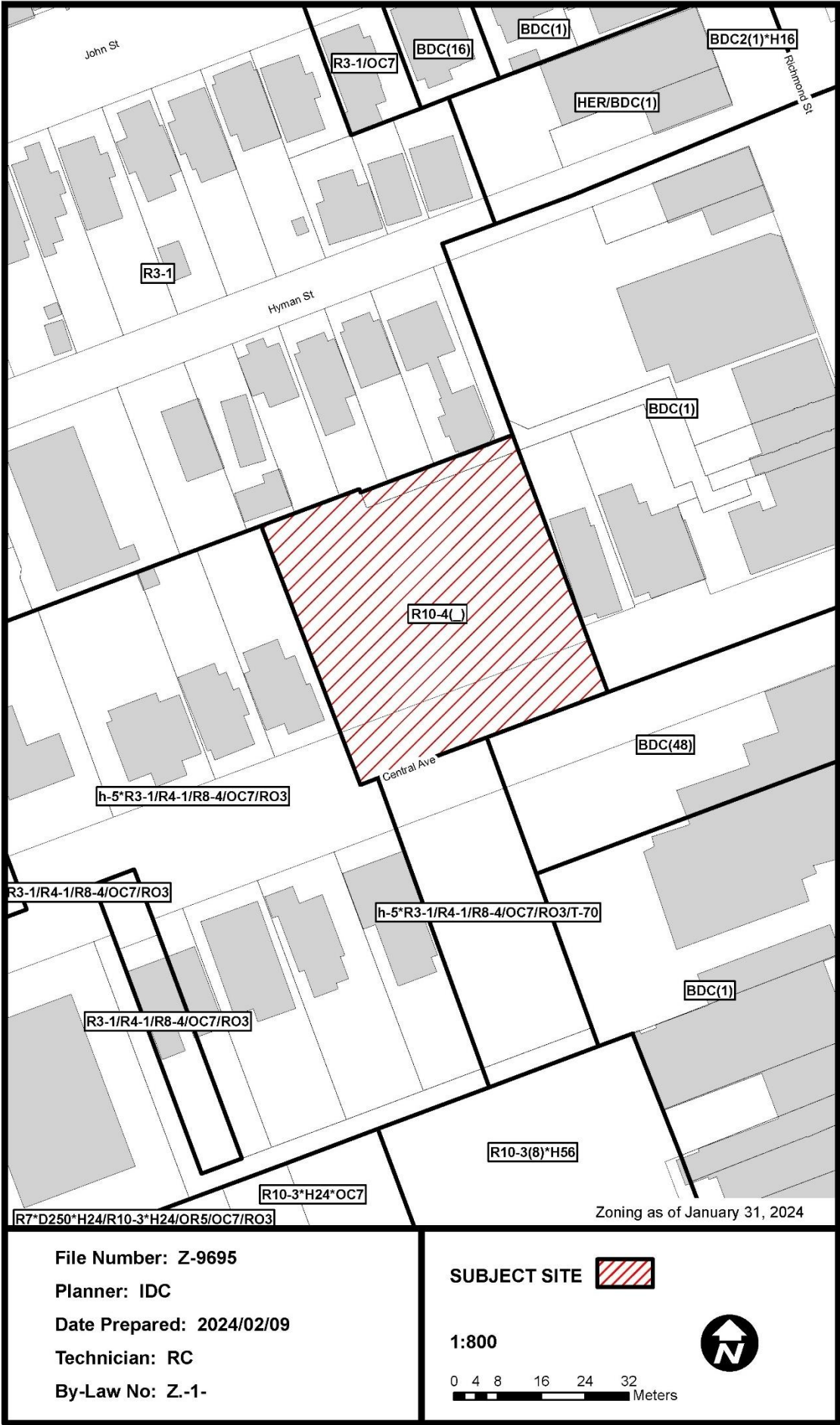
PASSED in Open Council on April 2, 2024.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Surface Parking Lot
Frontage	49.0 metres (161 feet)
Depth	40.3 Metres (feet)
Area	0.19 Hectares (0.46 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low-rise residential, office, surface parking
East	Commercial/ retail, restaurant
South	Surface parking, low-rise residential, commercial, institutional
West	Low-rise residential, retail

Proximity to Nearest Amenities

Major Intersection	Central Avenue & Richmond Street, 50 metres
Dedicated cycling infrastructure	Central Avenue, 0 metres
London Transit stop	Richmond Street, 100 metres
Public open space	Victoria Park, 120 metres
Commercial area/use	Richmond Row, 60 metres
Food store	Oxford Street Valu-Mart, 700 metres
Community/recreation amenity	Canada Life Recreation Grounds, 1,200 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods, Neighbourhood Connector
Current Special Policies	High Density Residential Overlay, Near-Campus Neighbourhood, Talbot Mixed-Use Area,
Current Zoning	Residential R10/Office Residential/Temporary (R10-4*H-26/OR5*D303*H26/T-70) Zone.

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R10 Special Provision (R10-4(_)) Zone

Requested Special Provisions

Regulation (R10-4)	Required	Proposed
Height (maximum)	26m	47.8m
Density (maximum)	303 uph	678 uph
Front Yard Setback (minimum)	10.48m	3.0m
Exterior Side Yard Setback	10.48m	3.0m
Interior Side Yard Setback	19.12m	3.1m
Rear Yard Setback (minimum)	19.12	3.4m
Landscaped Open Space (minimum)	20%	14.7%
Lot Coverage (maximum)	45%	70.5%

Regulation (R10-4)	Required	Proposed
Bicycle Parking – Long Term	0.9 spaces per unit (113 spaces)	0.8 spaces per unit (101 spaces)

C. Development Proposal Summary

Development Overview

<p>The purpose and effect of the recommended action is to permit the development of a 13-storey, 126-unit residential high-rise building with 68 parking spaces (all underground) with a maximum density of 678 units per hectare.</p>
--

Proposal Statistics

Land use	Residential
Form	Apartment Building with 6 townhouse units at grade
Height	13-storeys (48 metres)
Residential units	126
Density	678 uph
Gross floor area	13,979.9 m ²
Building coverage	70.5%
Landscape open space	14.7%
Functional amenity space	271.6m ²
New use being added to the local community	Yes

Mobility

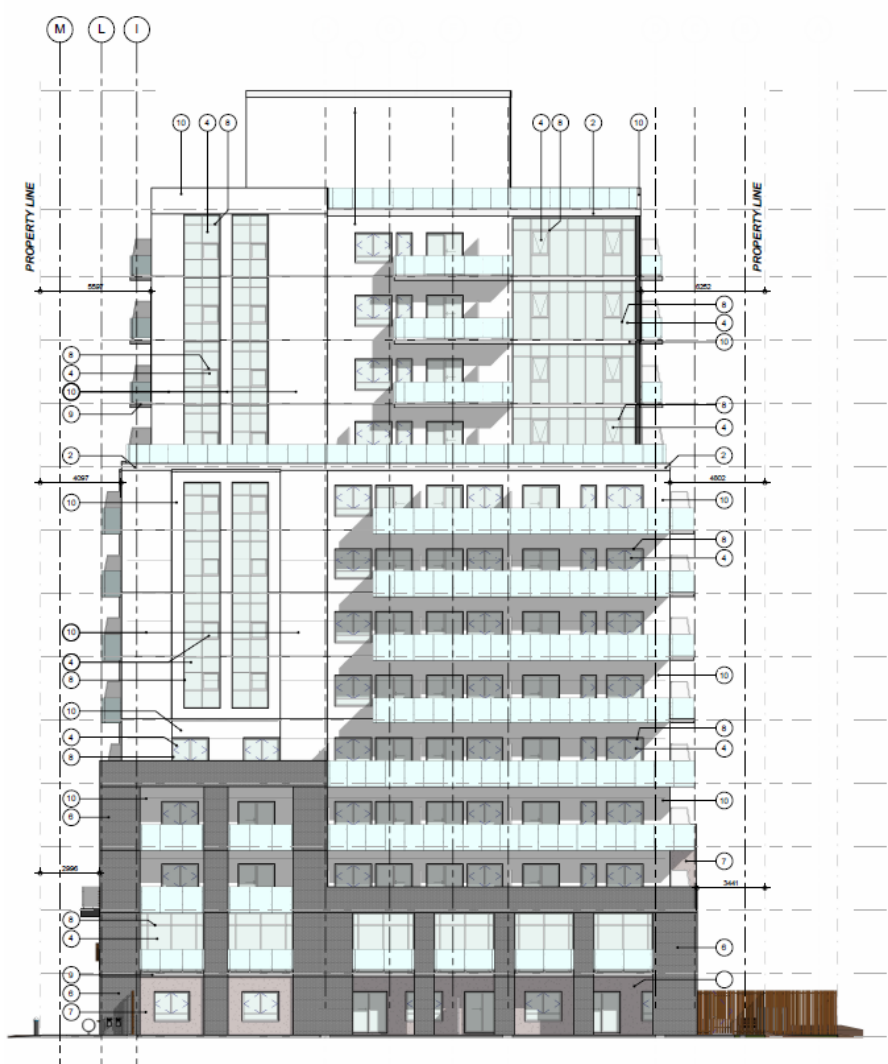
Parking spaces	68 (underground)
Vehicle parking ratio	0.5 unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	101
Secured bike parking ratio	0.8 / unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

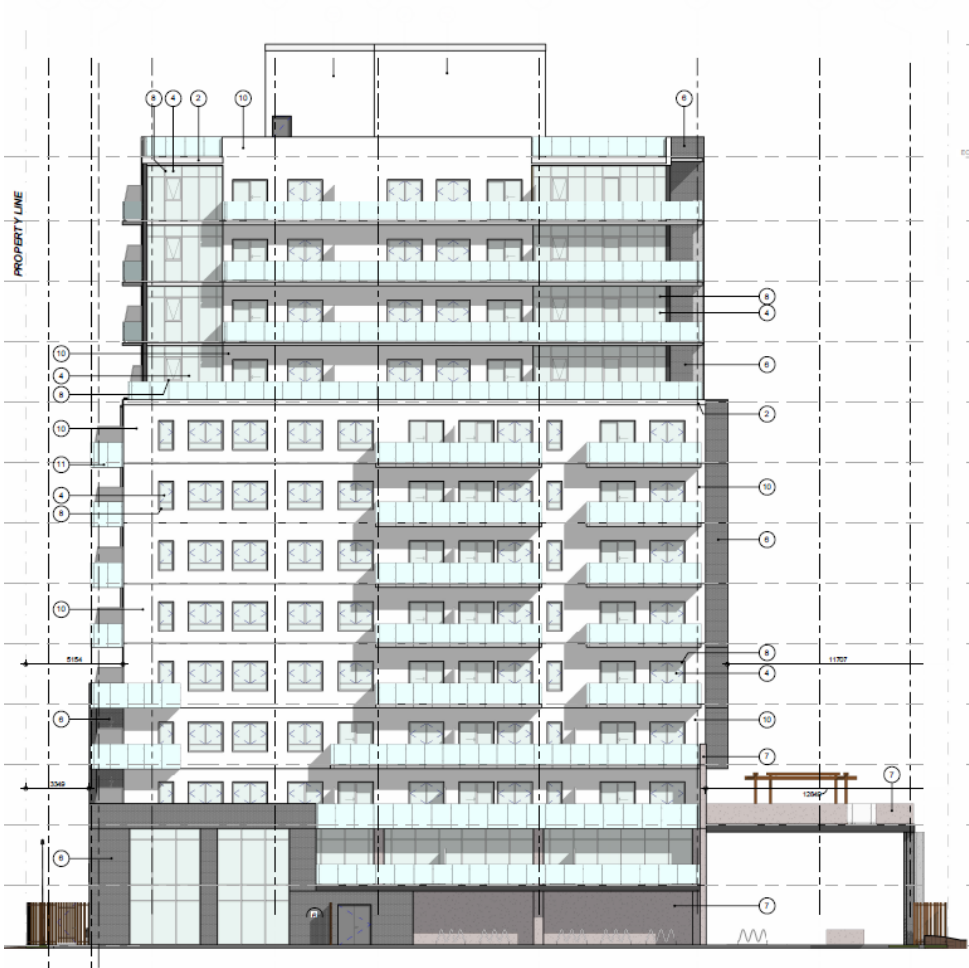
Tree removals	N/A
Tree plantings	10
Tree Protection Area	N/A
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	N/A
Green building features	Unknown / To be determined

Appendix C – Additional Plans and Drawings

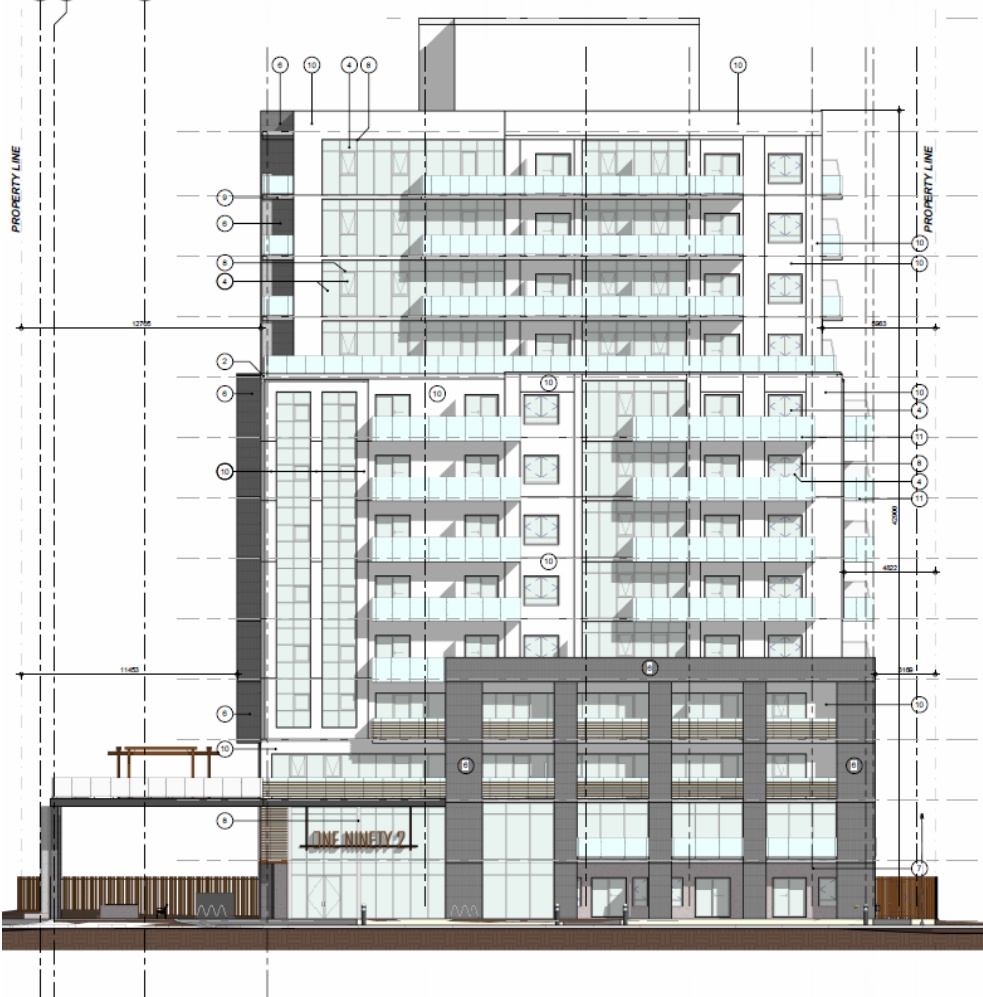
Building Elevation East



Building Elevation North



Building Elevation South



Building Elevation West



Shadow Study – April



Shadow Study April 8:00 AM



Shadow Study April 9:30 AM



Shadow Study April 11:00 AM



Shadow Study April 12:30 PM



Shadow Study April 2:00 PM



Shadow Study – April 3:30 PM



Shadow Study – April 5:00 PM



Shadow Study – April 6:30 PM

Shadow Study – December



Shadow Study – December 9:20 AM



Shadow Study – December 10:50 AM



Shadow Study – December 12:20 PM



Shadow Study – December 1:50 PM



Shadow Study – December 3:20 PM

Shadow Study – September & March (Equinox)



Shadow Study – September/March 8:45 PM



Shadow Study – September/March 10:15 PM



Shadow Study – September/March 11:45 PM



Shadow Study – September/March 1:15 PM



Shadow Study – September/March 2:45 PM



Shadow Study – September/March 4:15 PM



Shadow Study – September/March 5:45 PM

Shadow Study – June



Shadow Study – June 7:15 AM



Shadow Study – June 8:45 AM



Shadow Study – June 10:15 AM



Shadow Study – June 11:45 AM



Shadow Study – June 1:15 PM



Shadow Study – June 2:45 PM



Shadow Study – June 4:15 PM



Shadow Study – June 5:45 PM



Shadow Study – June 7:15 PM

Appendix D – Internal and Agency Comments

UTRCA – Received January 18, 2024

- 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.

Parks Planning – Received January 15, 2024

Matters for Site Plan

- Parkland dedication will be required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized through the Site Plan Approval Process.

Urban Design – Received January 30, 2024

Major Issues

- This site is located within the Neighborhoods Place Type along a Neighbourhood Connector and is within the High Density Residential Overlay (HDRO) area, as well as the Talbot Mixed-Use Area in The London Plan [TLP] which generally contemplates the proposed use and height. Urban Design acknowledges the applicant for proposing the redevelopment of a surface parking lot and supports a residential apartment building use in this location, however, there are concerns with the compatibility of the proposed setbacks, height and massing in the context of the surrounding neighborhood.
- The applicant is commended for proposing a site and building design that incorporates all of the parking underground, a highly distinguishable principal building entrance facing the street, a reduced front yard setback and a high-degree of transparent glazing and active uses on the ground floor. The applicant is encouraged to continue to incorporate these design features as the proposal moves through the development process.

Matters for ZBA

- If the proposed 13-storey apartment building is deemed appropriate, Urban Design recommends the following be addressed:
 - Urban Design recommends the following Special Provisions be incorporated into the proposed R10-4() Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - Maximum height;
 - Street orientation (principal building entrance) toward Central Avenue;
 - Minimum and maximum front yard setbacks to ensure the proposed development is located close to the street, while maintaining 1.0-2.0m of space for canopies, door swings, etc. [TLP Policy 259];
 - Minimum step-back above the 4th storey to allow for increased sunlight penetration and to foster a more comfortable and safe pedestrian environment along the street. Urban Design recommends a minimum step-back of 5.0m [TLP Policy 292];
 - The properties to the east (204 and 206 Central Avenue) are also within the HDRO area and could be expected to develop with a high-rise form. Urban Design recommends a minimum setback of 12.5m from the tower portion of the building (above the 8th storey) to the eastern side property line to ensure a minimum separation distance of 25.0m is achievable between this building and the adjacent property [TLP Policy 253];
 - Minimum rear and interior side yard setbacks to minimize potential impacts this development may have on adjacent lower-intensity uses (i.e. shadowing, privacy) to ensure the proposed high-rise building is more compatible with the character of the surrounding

neighbourhood and to be more in-keeping with the Talbot Mixed-use Area policies in The London Plan [TLP Policy 199, 253, 1025, 1030].

Matters for Site Plan

- Provide individual entrances to ground floor units on the street facing elevations and design amenity spaces as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape and to foster passive surveillance into the public realm [TLP Policy 291]:
 - Provide lockable ‘front-door’ style entrances to these units as opposed to sliding patio doors to distinguish these as unit entrances;
 - Design residential ground floor units to be raised slightly (a maximum of 3 to 5 steps) to avoid headlight glare and provide privacy for residents;
 - Provide direct walkway access from ground floor units to the public sidewalk.
- Provide landscaping and/or street trees along the Central Avenue frontage [TLP Policy 210, 258];
- Ensure rooftop mechanical and utility equipment is screened and/or incorporated into the overall building design [TLP Policy 296];
- Ensure the walkway proposed between the building and the east and rear property lines is designed to alleviate any potential CPTED-related concerns related to lighting, passive surveillance, etc.;
- Provide a full-set of dimensioned elevations for all sides of the proposed building(s) as well as a fully dimensioned and labelled site plan. Further comments may follow upon receipt of the drawings.

London Hydro – Received January 12, 2024

- 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.

Heritage – Received January 31, 2024

Heritage staff have received and reviewed the following Heritage Impact Assessment associated with Z-9695:

- MHBC Ltd., *Heritage Impact Assessment, 192-196 Central Avenue, London, Ontario*, July 24, 2023.

Please be advised, heritage staff recognize and are generally supportive of the research, evaluations, and impact assessments included within the HIA. Heritage staff have the following comments on the application:

- Heritage is generally supportive of the proposed re-development of a surface parking lot, however, staff have concerns with the proposed massing, and step-backs of the proposed development within its context adjacent to various heritage-listed properties.
- In order to achieve a design compatible with the adjacent heritage-listed properties, heritage recommends that an increased step-back be used above the podium in order to better achieve the pedestrian-scale with the adjacent heritage-listed properties. An increased step-back will also ease the transition between the 2-storey heritage-listed property at 204 Central Avenue to the proposed development. Given the narrow setbacks between the properties, the step-back will be an important mitigating factor, as noted within the applicant’s Heritage Impact Assessment;
- Heritage will be seeking demonstration that the recommendations included within Section 9 of the Heritage Impact Assessment are implemented through this application. This includes increased step-backs on the east elevation, completion of a Landscape Plan to provide transitional buffers, as well as a Temporary Protection Plan, specific to the construction period as described within the Heritage Impact Assessment.

Landscape Architect – Received February 9, 2024

- One meter setbacks have been provided between the underground parking structure to west, north and east property lines. These setbacks will not meet Site Plan Control Bylaw requirements of 1.5m landscape strips. Soil volumes will be insufficient to support required tree planting along interior property lines.
- An area of significance for tree planting is between the raised amenity area and the residence immediately to the west. Vegetative screening is required, possibly in the form of columnar trees.

Site Plan – Received January 23, 2024

Major Issues

- Ensure that the paratransit layby area can function without the need for these vehicles to reverse when leaving the property and confirm that the curb radius for the access driveway is at least 9.0 metres.

Minor Concerns

- The current plan indicates that the underground parking structure is less than the required 1.5 metres from all property lines. Revise these setback distances to allow for landscape screening.
- Visitor parking is required at a rate of 1 space for every 10 units (rather than parking spaces) in accordance with the Site Plan Control By-law and can be included in the total required number of parking stalls by the Zoning By-law Z.-1.
- Widen the access driveway to a minimum of 6.7 metres as is required for residential developments.
- The proposed snow storage strategy presents conflicts with proposed landscaping and functionality, provide further clarification regarding how snow storage will be handled on site.
- Consider flipping the building to have the elevated outdoor amenity space facing east to avoid conflicts with the abutting lands existing situation (the current location would allow for the amenity space to directly abut the residential units adjacent to the site).

Additional comments will be provided at the time of Site Plan Approval. If there are any substantial changes, please recirculate for comment.

Engineering – Received February 6, 2024

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

Re-Zoning application comments:

Planning & Development:

- As the municipal infrastructure within the downtown core was not originally designed with numerous high-density developments in mind, the Central Avenue watermain will need to be reviewed to ensure sufficient capacity exists for the proposed development. An h-17 holding provision will be a requirement of zoning approval.
- Engineering has no further comments on this application. For the benefit of the applicant, the below commentary is to be included in the zoning approval with regards to a future siteplan application.

The following items are to be considered during the siteplan application stage:

Wastewater:

- The existing use is as a parking lot and the applicant is suggesting a 12 storey HD apartment on a 0.18 Ha parcel containing 128 units.
- The municipal sanitary available for the proposed site is a 250mm diameter sanitary sewer on Central Ave.

Water:

- The Owner's Engineer shall utilize water design information (peaking factors, demands, etc.) as set out in Chapter 7 of the City of London's Design Specifications and Requirements Manual.
- As the municipal infrastructure within the downtown core was not originally designed with numerous high-density developments in mind, the Central Avenue watermain will need to be reviewed to ensure sufficient capacity exists for the proposed development. A water servicing study will need to be reviewed and approved by Water Engineering prior to the submission of a complete application. The study will need to include both the Central Avenue and St. George Street watermains from Richmond Street to Talbot Street and Central Avenue to John Street respectively, and shall confirm the following:
 - Velocity within the municipal 200mm PVC watermain on Central Avenue will not exceed the City Standard of 2.4m/s under maximum day plus fire flow conditions (sprinkler and hose demand) for the site.
 - A "worst-case" scenario, confirming the maximum hour demands for existing customers, and a 12-storey (91 residential units and 2 commercial spaces) mixed-use development planned for 599-601 Richmond Street, shall not be impacted during a fire-fighting event at the 192-196 Central Avenue development.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Stormwater:

Specific comment for this site:

- As per Drainage area plan Drawing No (16814) and as-constructed Drawing No (16810), the site at C=0.90 is tributary to the existing 450mm diameter storm sewer on Central Ave.
- The proposed land use of a High-rise will (s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- IF the number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:

- the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
- the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
- the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
- “normal” level water quality is required as per the MECP guidelines and/or as per the EIS field information; and
- shall comply with riparian right (common) law.

The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.

- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- Additional SWM related comments will be provided upon future review of this site

General comments for sites within Central Thames Subwatershed

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Transportation:

- Presently the width from centerline adjacent to MN 206 Central Ave. is 10.058m as per Registered Plan 167(w). Therefore an additional 2.942m widening would be required to attain 13.0m from centerline as per Z-1. Bear in mind that any widening would be save and except any existing structures.

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

Appendix E – Public Engagement

Community Engagement

Public liaison: On January 12, 2024, Notice of Planning Application was sent to 111 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 13-storey (48m) residential development with 126 units and a maximum density of 678 units per hectare. Possible change to Zoning By-law Z.-1 FROM a Residential R10 (R10-4*H26*D303), Office Residential OR5 (OR5) and temporary (T-70) zone TO a Residential R10 Special Provision (R10-4()) Zone. Requested special provisions: A height of 47.8 metres whereas 26.0 metres is the maximum permitted; a maximum density of 678 uph whereas 303 uph is the maximum permitted; a front yard setback of 3.0 metres whereas 10.48 metres is the minimum required; a west exterior side yard setback of 3.0 metres whereas 10.48 metres is the minimum required; an east interior side yard of 3.1 metres whereas 19.12 metres is the minimum required; a rear yard setback of 3.4 metres whereas 19.12m is the minimum required; a landscaped open space of 14.7% whereas 20% is the minimum required; a lot coverage of 70.5% whereas 45% is the maximum permitted; a long-term bicycle parking rate of 0.8 spaces per unit whereas 0.9 spaces per unit are the minimum required; and removal of the existing Temporary T-70 Use zone

Public Responses: Two replies received

Public Comment #1: Michael Hannay

Dear Isaac,

As you are aware from my email of January 17, 2024, and our subsequent conversations, my wife Alison Hannay and I are the longtime owners and occupants of the property located at [REDACTED], which is located just to the northwest of the subject site. Alison and I are familiar with the existing permissions for the subject site, and we understand that from a current planning perspective the subject site is underutilized as a parking lot. We understand that the current application is only to amend aspects of the zoning for the subject site and that there is no current application for Site Plan Approval. The absence of an application for Site Plan Approval raises some concerns for us regarding the potential content of a site-specific Zoning By-law. As you are aware, the Site Plan Approval process is not a public process and once the site-specific Zoning By-law is in place, City staff have no authority to influence the actual location of the tower on the site if the desired location conforms to the By-law. Without the inclusion of site-specific special provisions in the Zoning By-law Amendment, there is no way to ensure that the various setbacks or stepbacks of the massing of the proposed building will occur as illustrated by the applicant’s development concept (SRM Architects + Urban Designers, November 21, 2023). An application for Site Plan Approval that reflected the concept drawings would provide greater certainty as to what would be built. As it stands, neither the applicant nor any future owner of the subject site would be bound to the general massing shown in the development concept provided with the current application.

One of the merits of the applicant’s development concept is its overall massing with the tower (13-storey) element located close to the eastern edge of the subject site and the stepping down of its massing with the inclusion of a 2-storey element (raised common outdoor amenity area) located on close to the western edge of the subject site. This arrangement of the conceptual massing of the proposed development provides a transition in scale from the more intense uses along Richmond Street to the lower-rise existing properties to the west.

The applicant's requested zoning outlined in the application seeks reduced setbacks of 3.0 metres on Central Avenue, 3.0 metres on the west side yard, 3.1 metres on the east side yard, and 3.4 metres on the rear (north) side yard. Setting aside any discussion of the merits or impacts of these reduced setbacks, we are concerned that should a site-specific by-law be written with only these reduced setbacks to control a potential maximum building envelope the tower portion of the proposed building could be sited as close as 3.0 metres to the west property line eliminating the opportunity for a transition in scale to the low-rise neighbourhood area to the west and north.

To address this concern regarding an appropriate transition in scale, we respectfully suggest that if the Committee should endorse the applicant's Zoning By-law Amendment, that consideration be given to the inclusion of a special provision to the effect that:

“Above the Second Floor the massing of the proposed building be setback a minimum of 11.0 metres from the west property line.”

The applicant's development concept currently shows the tower portion of the proposal set back 11.443 metres from the west property line. The suggested 11.0 metre west setback above the second floor provides an additional 0.4 metres of flexibility beyond the current conceptual location of the tower (13-storey) massing.

Additionally, we were interested to see from the applicant's Urban Design Brief that a shadow study was not required by City staff. Although the subject site is covered by the Remnant High Density Overlay it is directly adjacency to lowrise residential properties and, as such, could be fairly considered as infill development. A shadow study was provided as part of the application materials for a proposed 12-storey apartment building at 599-601 Richmond Street, across the street from the subject site. A shadow study would have demonstrated the potential shadowing on the surrounding properties that would be created by the development concept that was provided as part of ZBA application and would have provided information to assist in assessing the merits or the potential negative implications of the requested amendments to the Zoning By-law. As our property at 187 Hyman Street is located within 50 metres of the subject site, we had a shadow study prepared by qualified professionals to assist us in determining the potential shadow impacts that might result from the applicant's development concept. Although we have confidence in our shadow study, we did not have access to the applicant's digital files and so our study should not be assumed to be as exact as a study that could have been provided by the applicant. The following assumptions were used in the preparation of the shadow study:

Shadow Model

- Model was accurately geo-located to: Lat. – 42.990685N / Long. – 81.252367W (London Ontario)
- Property lines were downloaded from City of London Open Data
- Surrounding building outlines were downloaded from City of London Open Data
- Proposed building was 3D modeled based on the applicant's drawings (SMR Architects November 21, 2023) excluding projecting balconies.
- Site Plan was matched to the downloaded parcel lines – fit correctly.
- Height of existing buildings determined both through Google Street View and Google Earth elevation data. *(Note that surrounding buildings have not been modeled with roof pitches and just extruded to the determined elevation).*

Shadow Analysis

- Dates included: March 21, June 21, July 21, Aug 21, Sept 21
- Times Includes: 9:18am, 10:18am, final time was chosen when the shadow existed 187 Hyman Street Property.
- Time Zone: UTC-04:00
- Existing shadows shown in grey.
- Shadow from propped building in blue showing overlap with existing shadows.

The shadow study was based on the applicant’s development concept and not the potential maximum building envelope that would result from the building setbacks requested by the applicant, which would have cast a larger shadow. The shadow study demonstrates that the potential shadow produced by the applicant’s development concept (SMR Architects November 21, 2023) consistently shadows all or portions of our principal outdoor amenity area located on the east side of our property in the morning hours on a year-round basis. We believe that although this level of shadowing exceeds the shadowing that would be produced by the existing By-law, it remains acceptable to us. Based on the shadow study, we believe that if the proposed tower (13-storey) element was allowed to be setback only 3.0 metres from the west property line, which would be possible based on the amendment requested by the applicant, as opposed to the 11.443 metres shown in the applicant’s development concept, the resultant shadowing on our outdoor amenity area would be more extensive and continue for a longer duration daily, and would be of concern to us.

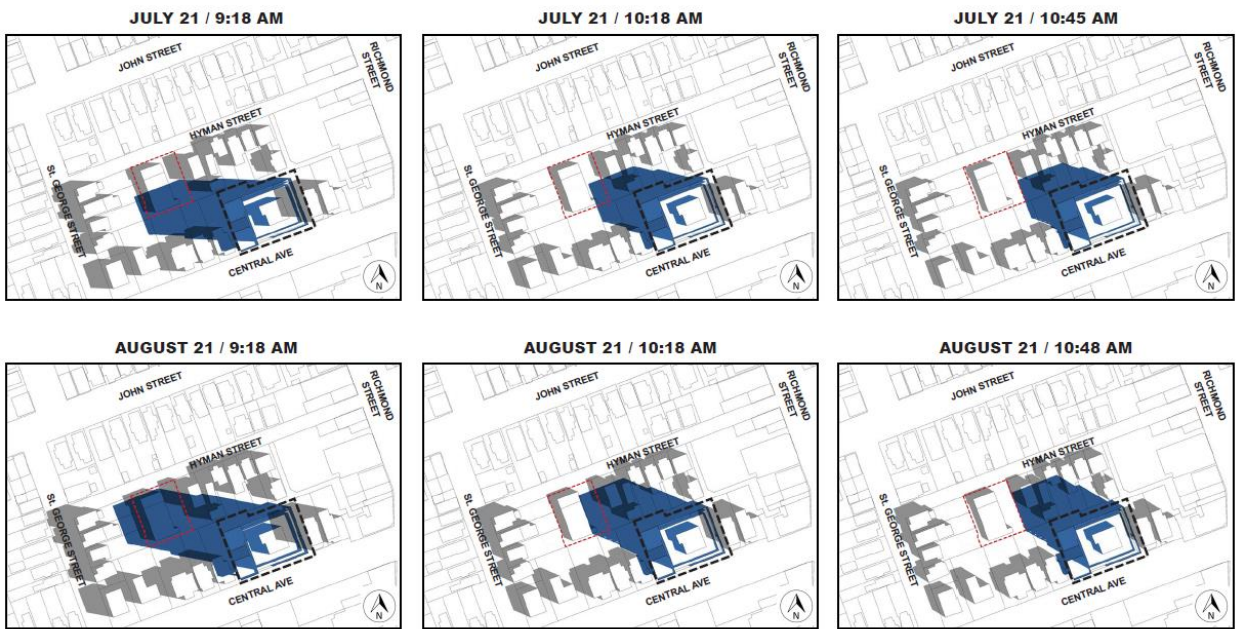
Respectfully yours,



MARCH 21 & JUNE 21 - IMPACT TO 187 HYMAN STREET- **FOR DISCUSSION PURPOSES ONLY**
192 Central Avenue Shadow Study • London, ON

192 Central Avenue 187 Hyman Street As-of-Right Shadows New Shadow Impact

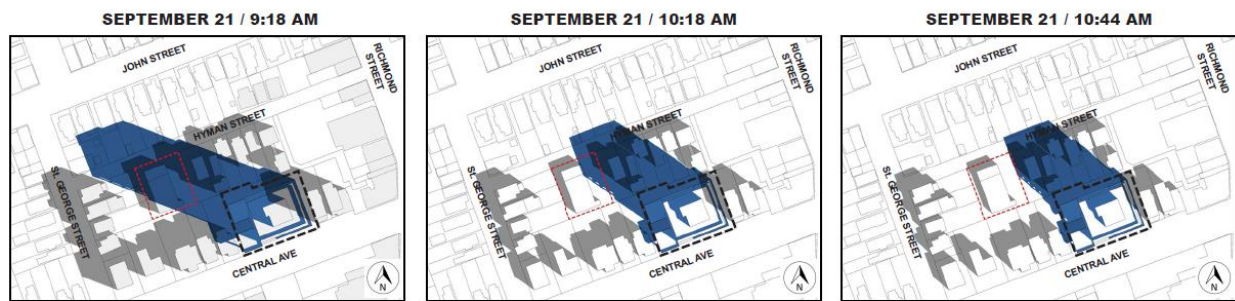
January 30, 2024



JULY 21 & AUGUST 21 - IMPACT TO 187 HYMAN STREET- **FOR DISCUSSION PURPOSES ONLY**
192 Central Avenue Shadow Study • London, ON

192 Central Avenue 187 Hyman Street As-of-Right Shadows New Shadow Impact

January 30, 2024



Public Comment #2: Patricia Cullimore

To the Members of the Planning and Environment Committee:

To say the proposed application for 192-196 Central Avenue (File Z-9695) is out of scale for this neighbourhood, is an understatement. The proposed building height is 184% of what is permitted. The proposed front yard set back is 349% of what is permitted. The proposed west yard setback is 349% of what is permitted. The proposed east yard setback is 617% of what is permitted. The proposed rear yard setback is 562% of what is permitted. And the proposed lot coverage is 157% of what is permitted. These are not insignificant amendments. If the City planners thought adding four additional stories to Westdell's application for 599-601 Richmond Street (File Z-9607) was "not sympathetic to the existing planned context of the neighbourhood", this proposal takes it to a whole new level. Also, my understanding is that the London Plan recommends that building height should step down, 'bowl-like', between major arteries, not increase in height, which this application proposes.

I saw no reference in this application for badly needed affordable housing units.

There is little point with Council passing by-laws if it is unwilling to uphold them. I am frustrated with Council members who advocate for "the right intensification" and "win-win"s and who publically proclaim that we cannot achieve our housing goals "running roughshod over neighbourhoods" but, only when it pertains to their wards. I am frustrated with Councilors who uphold the London Plan when it suits their purpose and dismiss it as "out-dated" when it doesn't. I am frustrated with having my concerns dismissed because I'm accused of being guilty of the "not in my backyard" syndrome. I am frustrated about being promised a heritage designation for the North Talbot neighbourhood that never materializes. I take the time to make these submissions because I care and want to make my neighbourhood a great place to live. Does this committee?

Appendix F – Urban Design Peer Review Panel Comments and Responses from Applicant

Comment:
The panel supports the proposed use and commends the proponent for provision of a higher density residential infill project on a currently un-built site in the downtown core. Subject to considerations below, the panel generally supports the proposed height and increased density at this location.
Applicant Response:
Acknowledged.

Comment:
A sun/shadow study and street/building cross section would have been beneficial to the discussion.
Applicant Response:
A shadow study was not identified as a complete application requirement for the Zoning By-Law Amendment application. It is anticipated that a shadow analysis will be prepared as part of the site plan application.

Comment:
While a high-density development at this location is appropriate, it appears the proposal may be overbuilt and lacking sensitivity to the context of the neighbourhood. The proposed hyper dense built form typology may be appropriate for downtown, but it seems to be overwhelming for the neighbourhood and lacking effective transition, particularly to properties to the north and west of the site. Refer to further comments on setbacks and architectural treatment of the podium below.
Applicant Response:
We disagree with this assessment, as did two other members of the UDRP. The subject property is located to the immediate west of the intersection of Central and Richmond, which has been planned as a BRT corridor and which will eventually have a BRT station stop. Likewise, the London Plan contemplates the development of the property up to 16 storeys in height. It is also noted that the site backs onto a laneway providing spatial separation to properties to the north.

Comment:
The panel suggest considering a 45-degree angular plane as a benchmark. A mid-rise building may be more appropriate and practical given the lot depth.
Applicant Response:
We disagree with this comment and believe the proposal is consistent with the planned function of the area as set out in the London Plan. The positioning of the massing has been oriented toward the southeast corner of the site, and away from the west side of the site which is the more sensitive interface.

Comment:
The panel suggest that the applicant should conduct a figure-ground analysis to understand the development pattern of the neighbourhood. It appears that the lot coverage of the proposed development is too high. The building setbacks are also very tight and will likely present some limiting distance issues on the east side. We recommend maintaining a reasonable rear yard setback, e.g. minimum 7.5m at the narrowest point; This is crucial to providing appropriate built form transition and ensuring livability.
Applicant Response:
A thorough analysis of the neighbourhood and the site context was completed in advance of the architectural design and planning applications. With regard to rear yard setback, it is our opinion that the setback proposed is appropriate given the planned urban context and that the site is bound by a laneway to the rear which provides additional spatial separation to lands to the north.

Comment:
The additional rear yard may accommodate amenity spaces and the proposed parking ramp. Currently the green space at grade around the building is minimal and relies on making improvements to the City's property. We recommend that the applicant confirms with the City whether landscaping on city property will be permitted as shown.
Applicant Response:
No change in rear yard setback is proposed. The outdoor amenity space has been located in the northwest corner of the site, where the lot line extends further north providing an inviting space for outdoor recreation.

Comment:
The panel suggests that additional building setback from the rear lot line should be required for floors above the podium.
Applicant Response:
No change proposed. The tower floor plate has been limited to 1,000 square metres and stepbacks have been provided from the front façade, responding to the public realm. The laneway at the rear of the site is primarily utilitarian in nature and does not act as a frontage which would benefit from similar stepping.

Comment:
Despite additional considerations to height, the panel agrees that a rectangular shaped building oriented in the EW direction along the street is appropriate.
Applicant Response:
Acknowledged.

Comment:
The panel notes that the slope of the ramp to the parking, currently shown at 18%, will be a challenge. This is rather steep by most typical standards.
Applicant Response:
Through the site plan approvals process, the ultimate grade of the ramp may be revised. If the current slope is maintained, it is anticipated that this portion of the ramp would be heated.

Comment:
Consider placing the walkway on the east side of the building further east adjacent to the fence. This will allow for a larger landscape buffer for the ground floor units and a better opportunity for the landscape to grow and flourish.
Applicant Response:
8 This comment will be considered through the ultimate site plan application, where the landscape design will be confirmed.

Comment:
The panel suggest that alternate consideration be given to a mid-rise form. A mid-rise building may be more appropriate for the context. A mid-rise building could form a street wall along Central Avenue with a clear expression of a 2-storey base and step backs on the upper floors to avoid canyon effects.
Applicant Response:
No change to the height of the building is proposed. As noted above, and agreed with by two of the three UDRP members, the site is ideal for intensification and an appropriate location for the proposed height and scale, in keeping with the London Plan.

Comment:
If a high-rise building can be supported, the panel recommends that simplifying the form of the podium and tower should be considered. Given the context and the proposed uses, a podium height of two stories could be considered to relate to the scale of adjacent buildings more clearly, and two accurately represent the two storey townhouse units. Relatively minimal interior side yard setbacks could be maintained to help provide a strong urban frontage. We suggest the tower should setback from both interior lot lines to satisfy the tower separation requirements for future adjacent developments. We recommend the tower should also setback from the edge of the podium in the front (but perhaps not to the extent suggested by staff).
Applicant Response:

Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

Comment:
The panel suggest that alternate consideration be given to a mid-rise form. A mid-rise building may be more appropriate for the context. A mid-rise building could form a street wall along Central Avenue with a clear expression of a 2-storey base and step backs on the upper floors to avoid canyon effects.
Applicant Response:
No change to the height of the building is proposed. As noted above, and agreed with by two of the three UDRP members, the site is ideal for intensification and an appropriate location for the proposed height and scale, in keeping with the London Plan.

Comment:
The panel notes that the roof top amenity space is a very positive move and will require appropriate detailing and buffering from the property to the west. Consider providing more architectural piers and screening at the ground level, for example, to help buffer the driveway from the adjacent building to the west.
Applicant Response:
Through the site plan approvals process, these comments will be further considered and potentially integrated into the design of the base of the building.

Comment:
The panel commends the inclusion of a generous indoor amenity space adjacent to the outdoor amenity space. However, we recommend relocating the indoor amenity space from the 2nd-3rd floor to the 3rd-4th floor. This way the larger amenity space will open directly to the roof terrace rather than the underside of the driveway soffit. The 2nd floor space could be reprogrammed with apartments facing north and south. This will still provide an appropriately active frontage to the podium along Central Avenue.
Applicant Response:
Through the site plan approvals process, these comments will be further considered which may result in changes to the location of the amenity space.

Comment:
Alternatively, relocating the rooftop amenity space to open the west edge of the site to make a brighter court of arrival could be considered. Also, if the design is reconceptualized, and a narrow rectangular shaped building along the street is proposed, a ‘porte cochère’ under the building that leads towards a functional rear yard noted above may be appropriate.
Applicant Response:
No change to the location of the rooftop amenity space is proposed at this time.

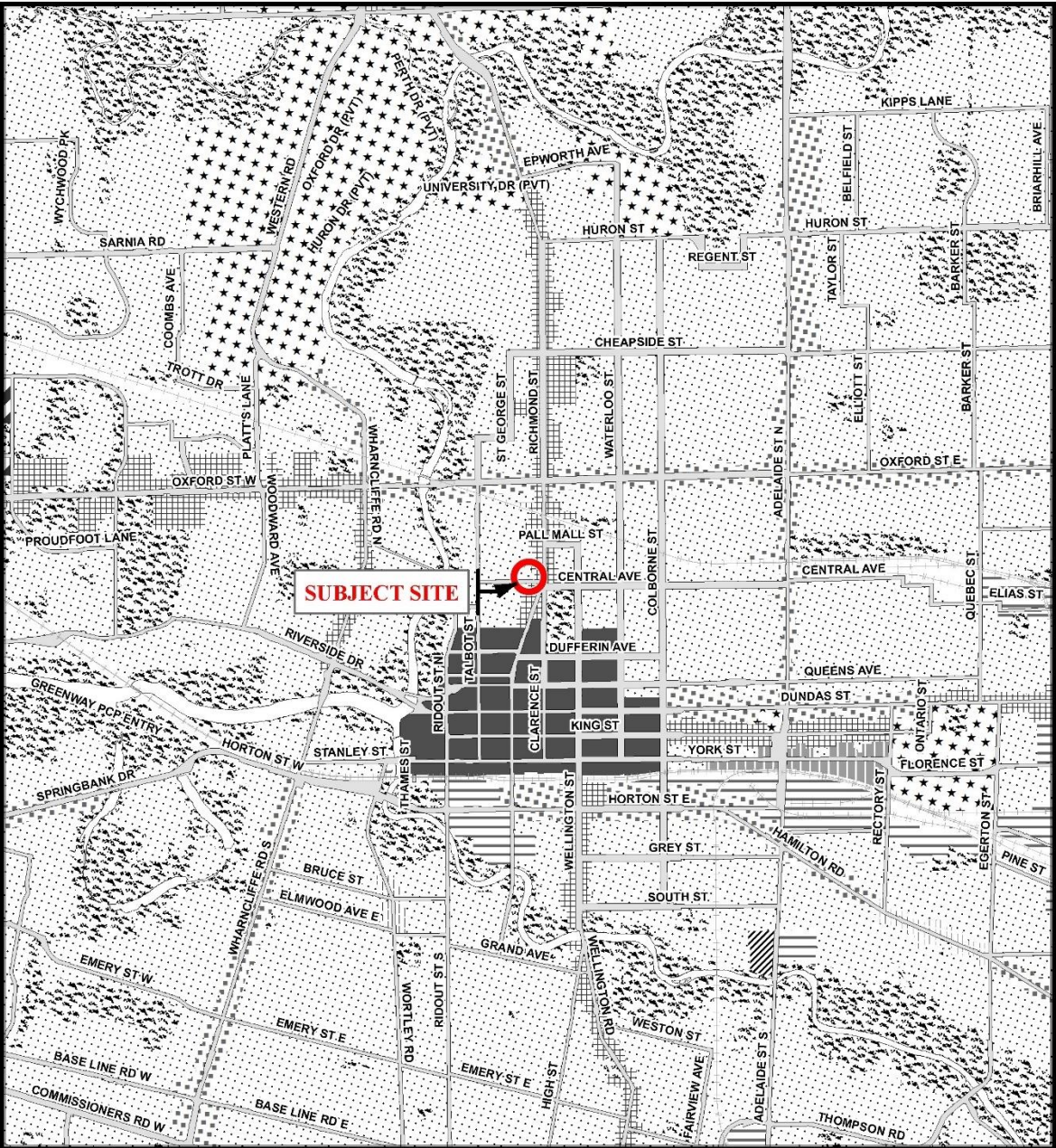
Comment:
Overall, a quieter architectural expression can be beneficial regardless of height. Given the proposed function, the design should aim at creating a rhythmic 2-storey podium with details and quality materials such as brick and masonry. We suggest the upper floor elevations could be simpler and quieter.
Applicant Response:
No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

Comment:
The panel recognizes that the view from Richmond Street toward the south-east corner of the building will be a prominent view in the neighbourhood. Subject to comments above regarding simplifying the tower, consider reorganizing fenestration on the elevations so that the view of the south-east corner of the tower is emphasized.
Applicant Response:
No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

Comment:
The panel suggest that the 4-storey “framing” element at the SE corner of the building may be unnecessary and could be reconsidered. It may be an improvement for the architectural expression to be truthful to the functions. The proposed 2-storey grade-related units are elements conducive to compatibility. A clear expression of a 2-storey podium would make architectural and urban design sense.
Applicant Response:
No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

Comment:
Consider an all masonry building as it is in keeping with the neighborhood context of brick buildings. The panel suggests this would transform the development into a more successful solution.
Applicant Response:
No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered, including materials. These comments will be considered through this process.

Appendix G – Relevant Background



Legend

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

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

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
Planning Services / Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services

Scale 1:30,000

0 150 300 600 900 1200 1500

Meters

File Number: Z-9695

Planner: IDC

Technician RC

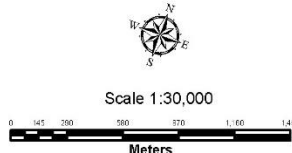
Date: February 9, 2024

Project Location: E:\Planning\Projects\p_officialplan\workconsolid\00\excerpts_LondonPlan\mxds\Z-9695-Map1-PlaceTypes.mxd

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This is an excerpt from Planning & Development's working consolidation of Map 2 - High Density Residential Overlay (From the 1989 Official Plan) of the London Plan, with added notations.

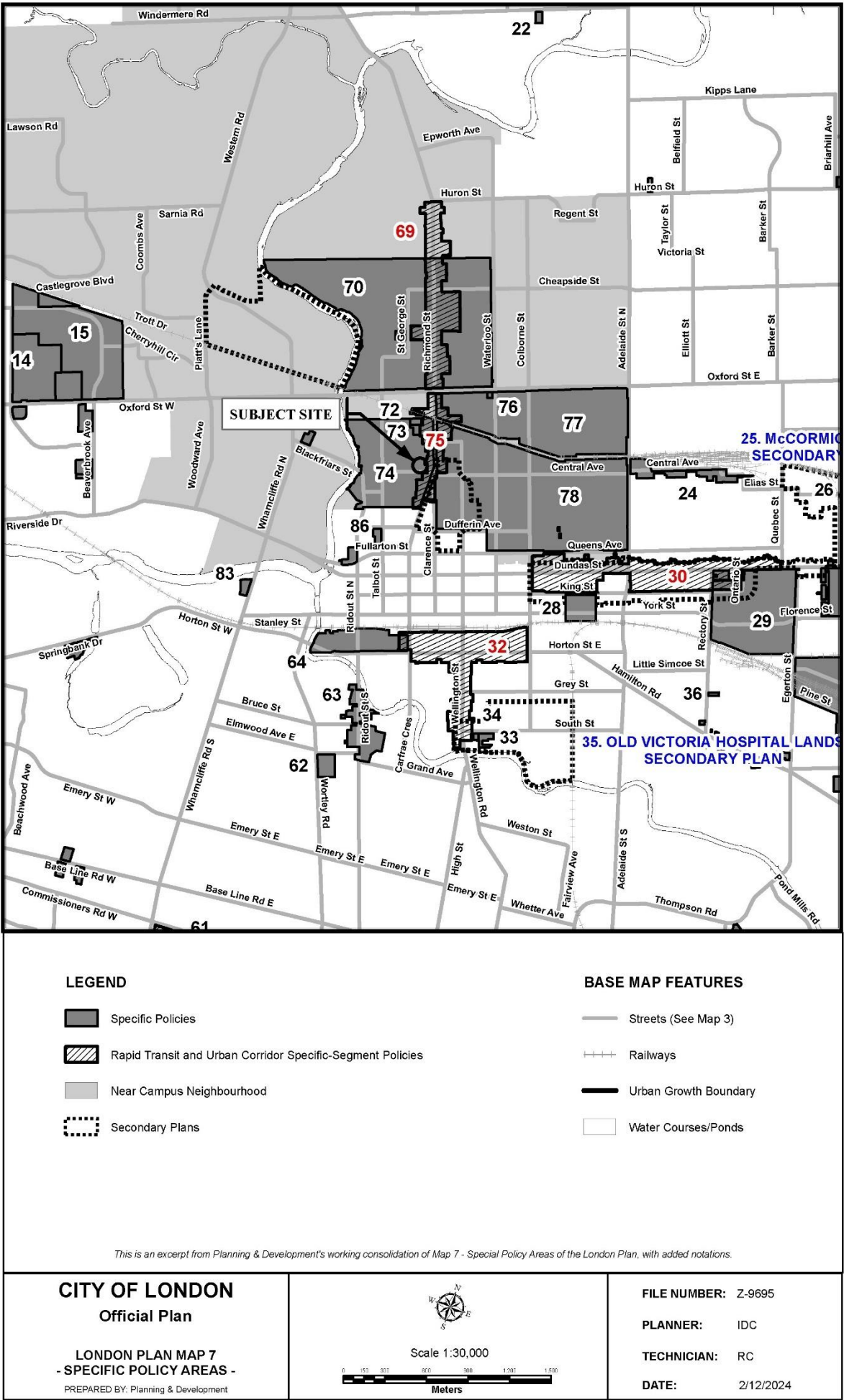
PREPARED BY: Planning & Development



File Number: Z-9695
Planner: IDC
Technician RC
Date: February 12, 2024

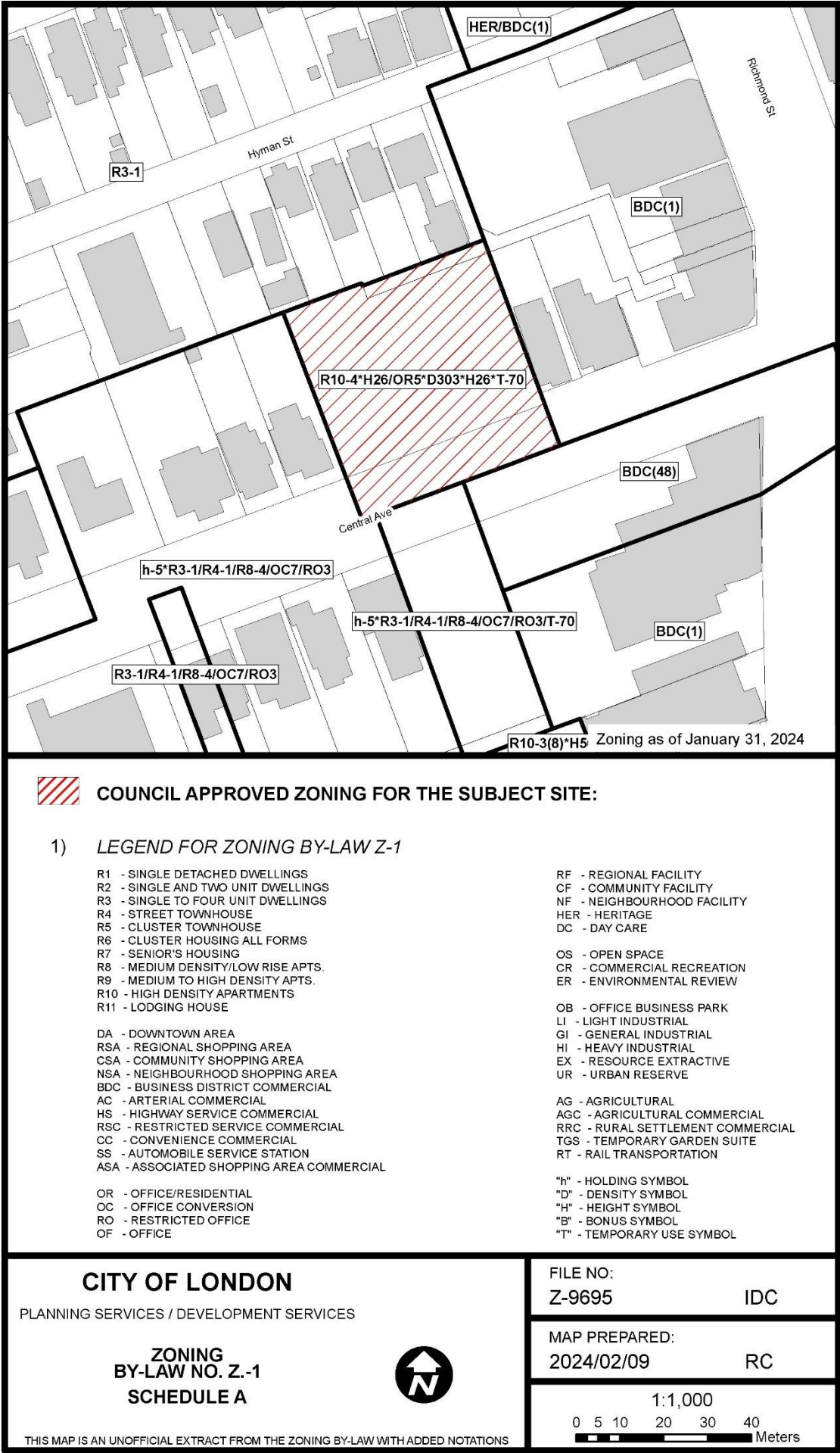
Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\EXCERPT_Map2_RemnantHDR_b&w_8x14.mxd

The London Plan Map 7 – Specific Policy Areas



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Zoning By-law No. Z.-1 – Zoning Excerpt



PLANNING & ENVIRONMENT COMMITTEE

200 ALBERT STREET, LONDON

November 13, 2023



Outline

- Background
- Existing Conditions
- Planning Controls
- Development Proposal
- Required Planning Approvals
- Requested Changes to Site-Specific Regulations
- Question and Answer

● Background

- 192-196 Central Avenue, London
- 12/13 storey apartment building with 126 residential units
- Integrated 2 storey townhouses at base of building
- 2 levels of UG parking with a total of 68 parking stalls
- Zoning By-Law Amendment application recently made to permit proposed building height and site specific lot development standards



● Existing Conditions

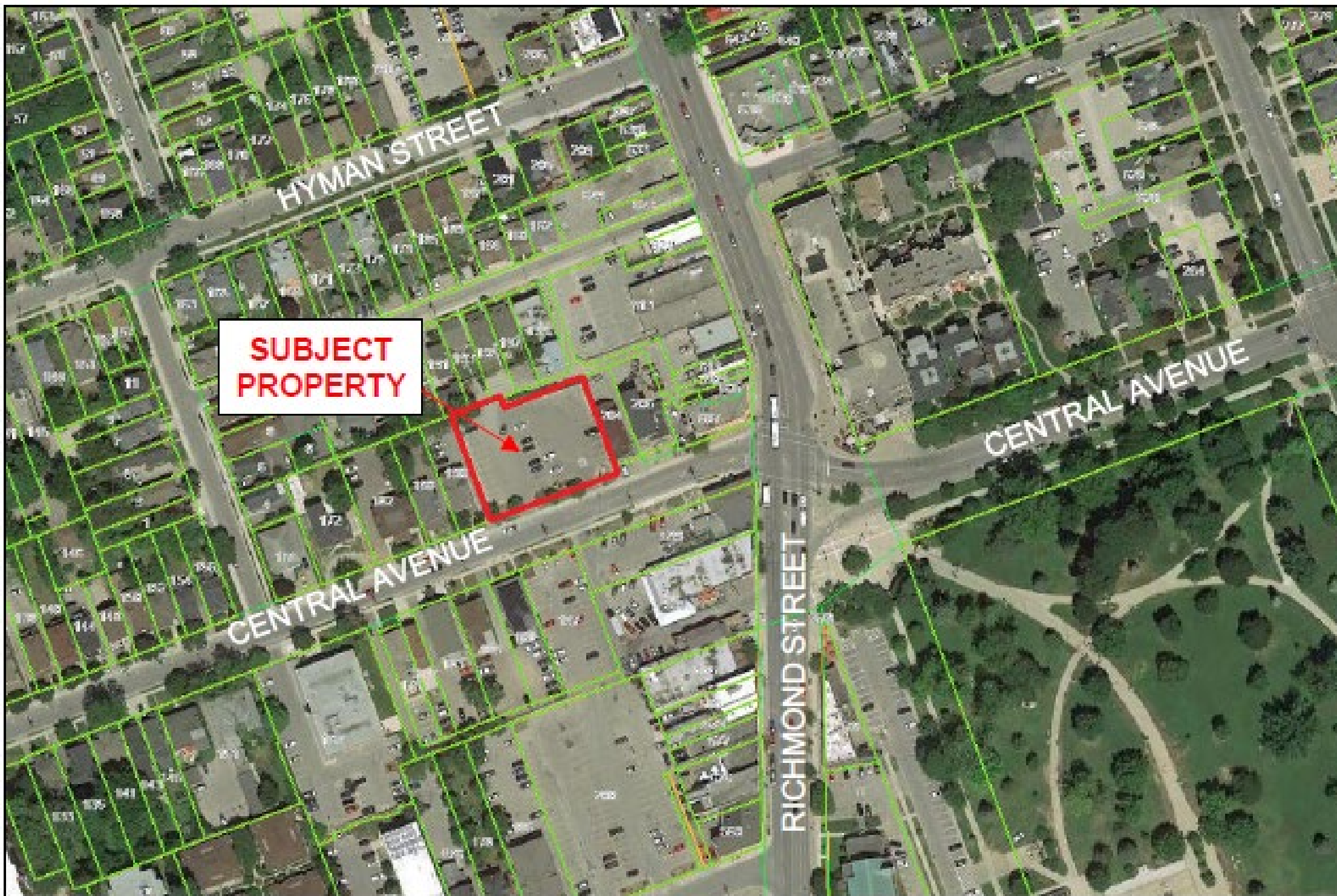


Figure 1: Aerial Imagery of the Subject Lands (Source: GeoWarehouse)

263

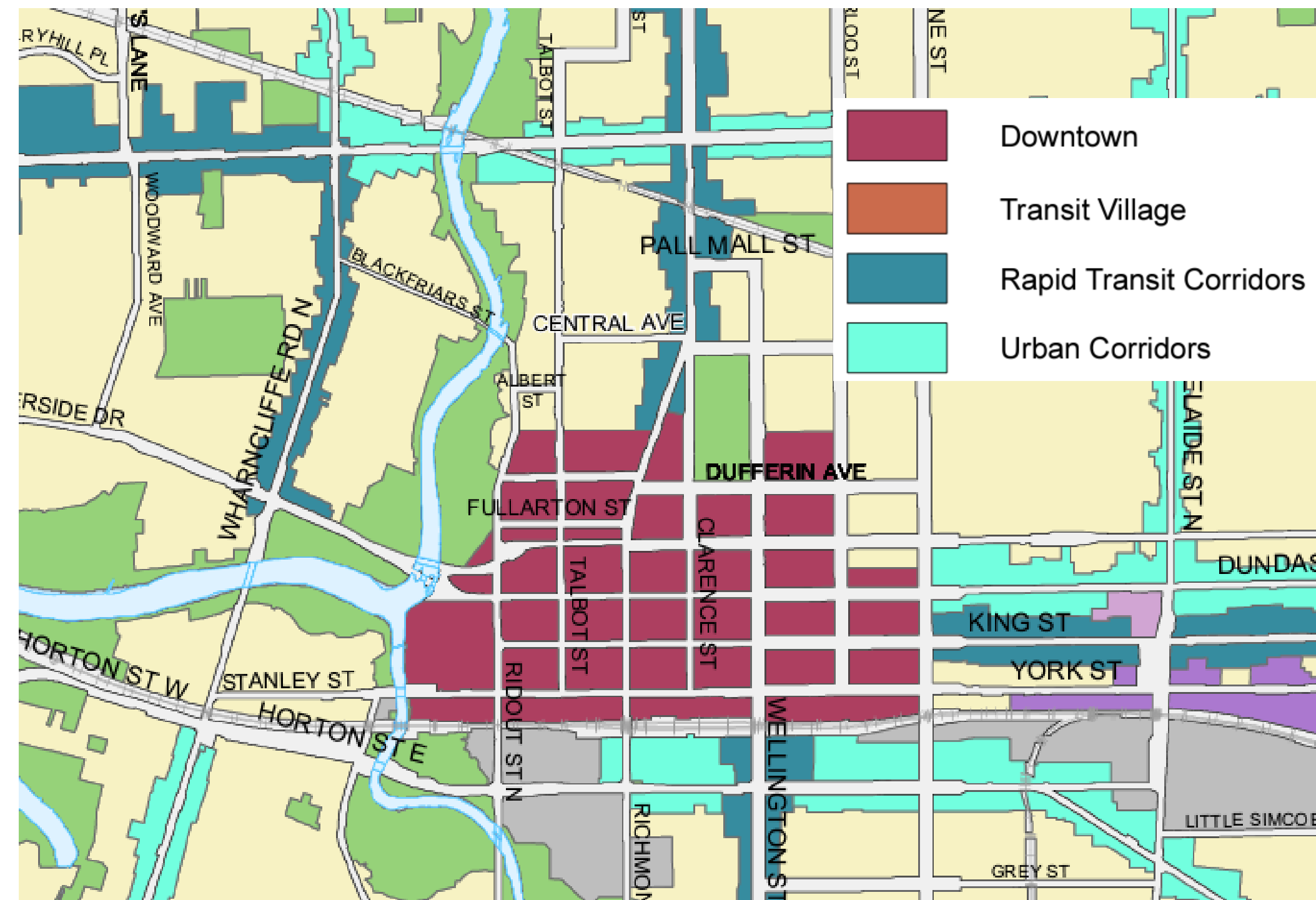


Figure 2: Street View Image of the Subject Lands facing North from Central Avenue (Source: Google Street View, December 2022)



Existing Planning Controls

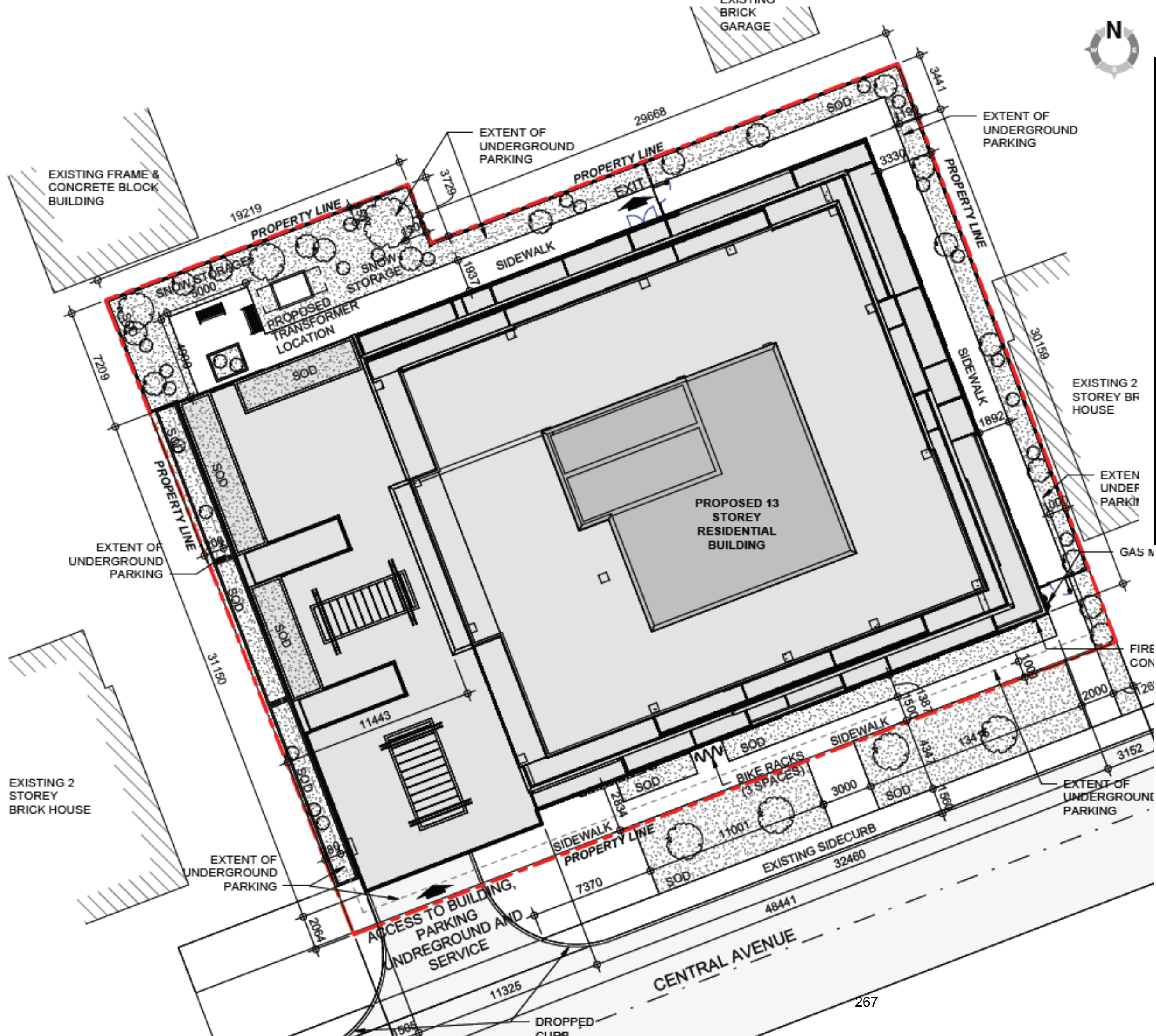
- London Plan: Neighbourhoods and Rapid Transit Corridor Place Type Mix of land uses are encouraged, including apartment buildings
 - Max 14 in height permitted
 - No units per hectare density maximum
- High Density Residential Overlay (1989 Plan)
- Existing Zoning: Residential R10 + Temporary T-70 Zone (to permit surface parking lot use), which currently permits a max height of 8 storeys



● Development Proposal

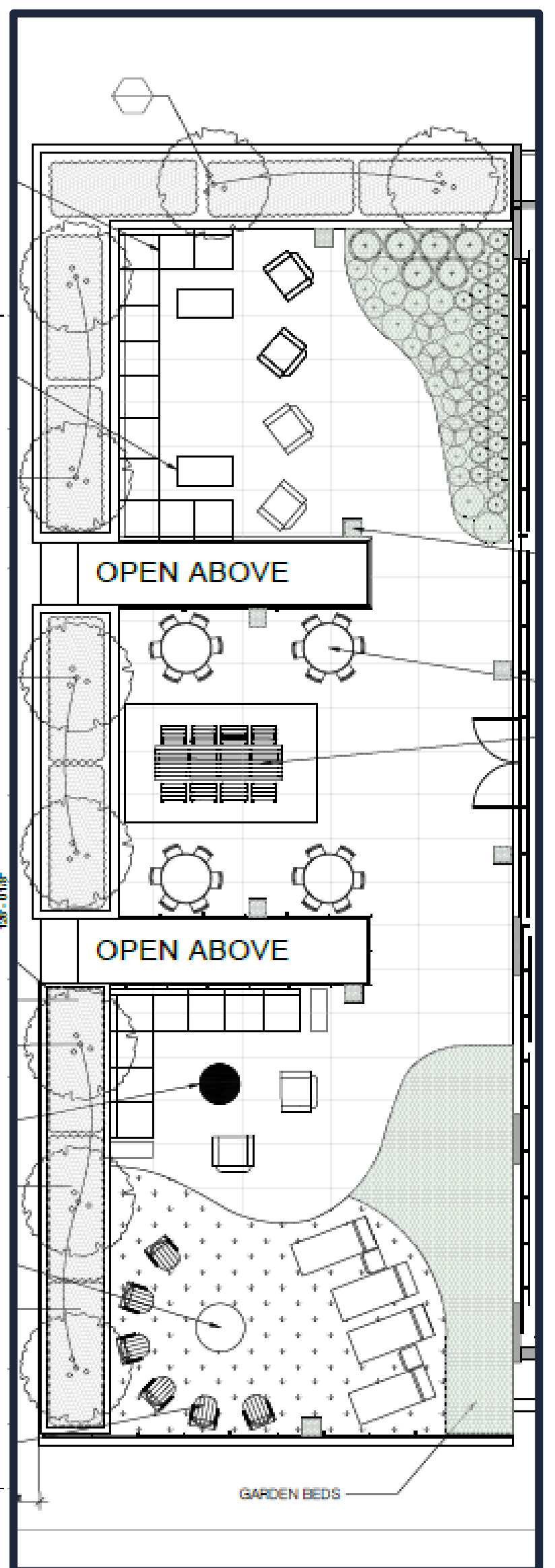
- 13 Storey Residential Apartment Building
- 126 Total Units, including a mix of:
 - Two storey “townhouse” Units
 - Studio Units
 - One- bedroom
 - Two-bedroom
- 68 parking stalls
- 114 bicycle parking stalls
- Indoor and outdoor amenity spaces (~570 sq. m)





BUILDING DATA		PROPOSED
BUILDING AREA		1,312.38m ²
BUILDING COVERAGE AREA		70.48%
BUILDING HEIGHT (m)*		42.9m
TOTAL NUMBER OF RESIDENTIAL UNITS		126
DENSITY		126 units (678 units per hectare)
TOTAL GROSS FLOOR AREA (m ²)		10,632m ²
RESIDENTIAL AREA (m ²)		9,494m ²
COMMERCIAL AREA (m ²)		
SETBACKS		PODIUM
FRONT YARD (m)		3m from property line 1.5m from road widening
INTERIOR WEST SIDE YARD (m)		12.43m
INTERIOR EAST SIDE YARD (m)		3.16m
REAR YARD (m)		3.43m

BUILDING STATISTICS							
AMENITY FLOOR	LEVEL DESIGNATION	RESIDENTIAL AREA		AMENITY (EXCL. BALCONIES)		GFA	
		m2	ft2	m2	ft2	m2	ft2
ROOF	ROOF	0.0	0.0	0.0	0.0	0.0	0.0
MECHANICAL	LEVEL 14	0.0	0.0	0.0	0.0	124.5	1340.7
	LEVEL 13	673.3	7790.9	0.0	0.0	691.0	7437.8
TOWER	LEVEL 12	673.3	7790.9	0.0	0.0	691.0	7437.8
	LEVEL 11	673.3	7790.9	0.0	0.0	691.0	7437.8
	LEVEL 10	723.7	7790.9	0.0	0.0	691.0	7437.8
	LEVEL 9	804.5	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 8	804.5	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 7	804.5	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 6	804.5	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 5	844.6	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 4	850.1	9109.4	0.0	0.0	853.7	9189.1
	LEVEL 3	786.6	8480.8	57.6+271.6=329.2	3543.4	854.1	9193.4
	LEVEL 2	596.5	6417.4	239.5	2577.9	928.5	9994.2
GROUND FLOOR	LEVEL 1	455.5	4923.4	0.0	0.0	838.8	9028.7
UNDERGROUND PARKING	LEVEL P1	0.0	0.0	0.0	0.0	1673.9	18017.7
	LEVEL P2	0.0	0.0	0.0	0.0	1673.9	18017.7
TOTALS		9494.9	102202.3	568.7	6121.4	13979.9	150478.4





● Planning Approvals

Zoning By-Law Amendment Application submitted to permit:

- Building Height (13 Storeys / 47.8 m)
- Front Yard Setback of 3 m
- Side Yard Setbacks (1.5 m to raised amenity area, 12.4 to main building)
- Rear Yard Setback of 3.4 m
- Landscape Open Space coverage of 14.7% (excludes raised amenity area)
- Maximum coverage of 70.5%

City Planning Staff have recommended additional regulations related to building stepbacks above the podium and a maximum Gross Floor Area of 875 sq. m for tower levels of the development, which are discussed on the following slides

Impact of Proposed Regulations

v. INTERIOR SIDE YARD - WEST
12.4m TO MAIN BUILDING

- Main building is clear of 12.4m setback
- Balcony is within.

vi. INTERIOR SIDE YARD SETBACK TO RAISED AMENITY SPACE
1.5m TO MAIN BUILDING

- Raised amenity space is clear of 1.5m setback

vii. REAR YARD SETBACK 3.4m (min.)

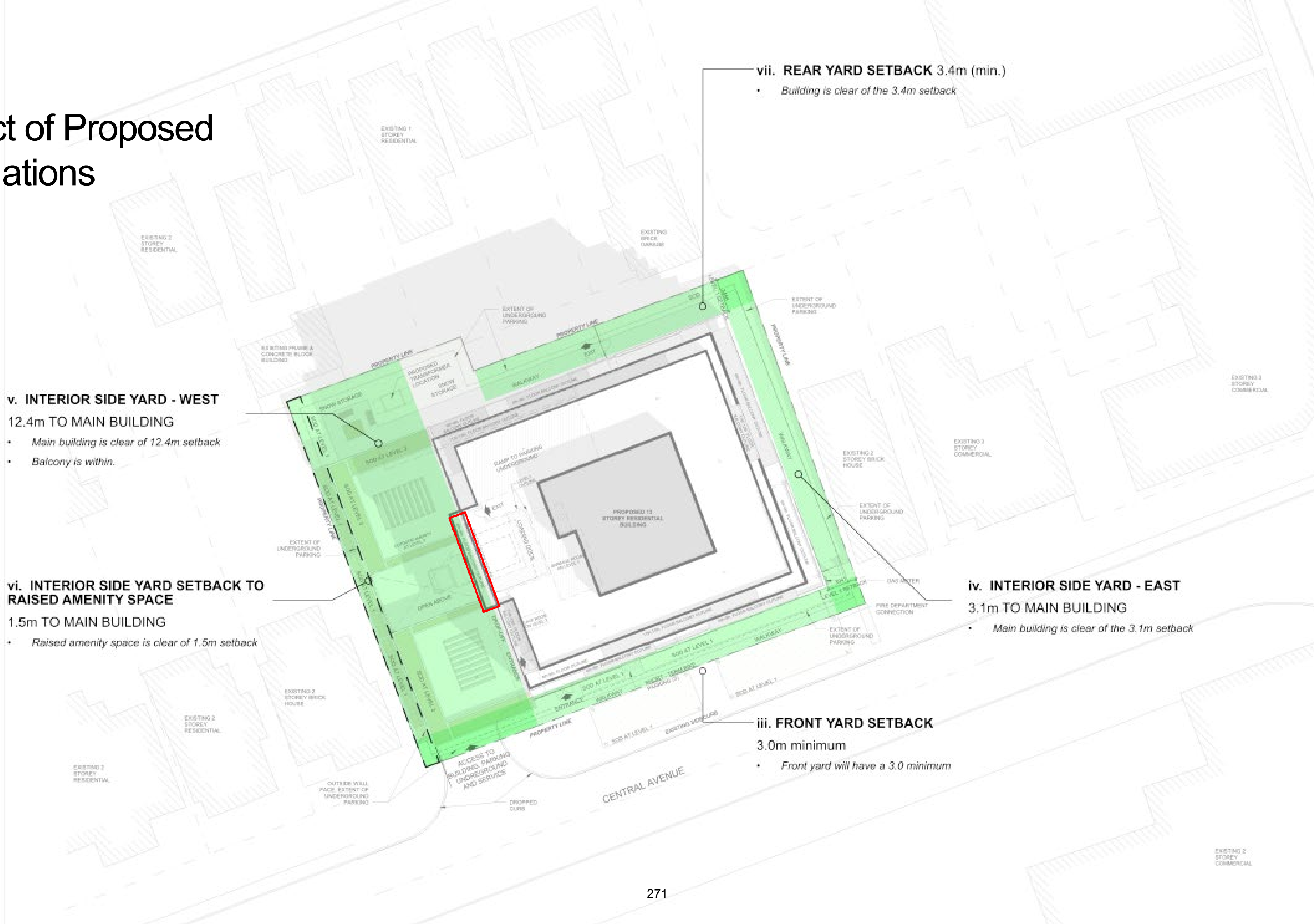
- Building is clear of the 3.4m setback

iv. INTERIOR SIDE YARD - EAST
3.1m TO MAIN BUILDING

- Main building is clear of the 3.1m setback

iii. FRONT YARD SETBACK
3.0m minimum

- Front yard will have a 3.0 minimum



Impact of proposed Stepback Regulations

xii. BUILDING STEP BACK AFTER FIRST 3-STOREYS FOR THE REAR
2.0m minimum
• Building does not step back after the first 3-storeys



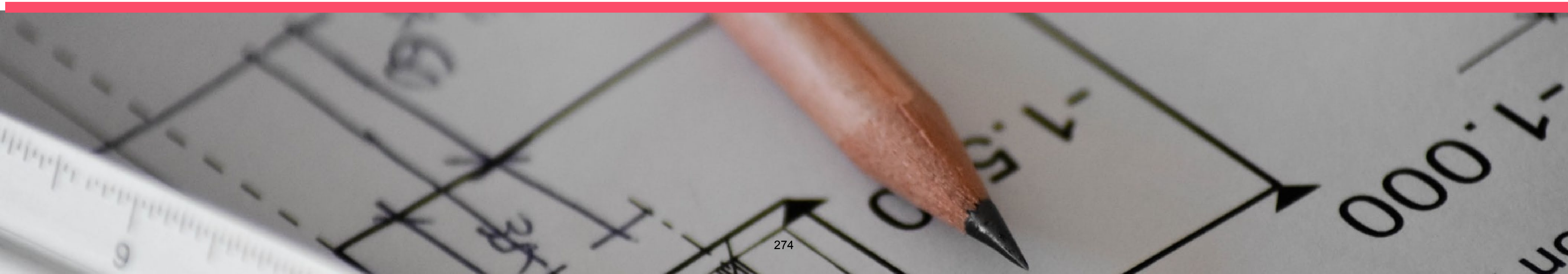
xi. BUILDING STEP BACK AFTER FIRST 3-STOREYS
2.0m minimum
• Building does not step back after the first 3-storeys

● Recommendations

- Recommend approval of the application, as proposed by the Zoning By-Law Amendment application, subject to the following modifications:
 - Remove special regulation requiring stepbacks to the front and rear façade above the podium
 - Permit balconies to encroach 1.5 m into the western side yard setback (main building setback)
 - Clarify the by-law to require a front yard setback is 3 m from the existing lot line or 1.5 m from the widened street

Thank You!

March 15, 2023



From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

192-196 Central Ave.

Parking lots in the downtown area offer opportunities if developed as locations for much-needed vegetation. New buildings should leave allowance for at least a 55% vegetation surface area and that area should include significant tree plantings. This development should be required to conform to that model.

Angus Johnson, Greenspace Alliance

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: 900 Jalna GP Ltd (c/o MHBC Planning)
900 Jalna Boulevard
File Number: Z-9697, Ward 12
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 900 Jalna GP Ltd (c/o MHBC Planning) relating to the property located at 900 Jalna Boulevard:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, 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 Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) The main building entrance for units fronting Southdale Road East shall be oriented to the street.
 - ii) Provide a minimum parking setback of 1.5m from the western property line to allow for appropriate landscape buffering and screening.
 - iii) Consider revising the right-in, right-out, access driveway to be a full access driveway instead.
 - iv) Consider providing a communal paratransit layby internal to the property.
 - v) Consider providing a safe and accessible pedestrian connection between the central townhouse block and the rest of the property.
 - vi) Enhanced tree planting.
- (c) pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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 Building policies, and the Neighbourhoods Place Type policies;
- iii. The recommended amendment would permit an appropriate form of development at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a range and mix of housing options.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(_)) Zone to permit a 3- to 4-storey, **78-unit**, stacked and cluster townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment to permit stacked and cluster townhouse development with special provisions that will facilitate a minimum front yard setback (Jalna Boulevard) of 3.0 metres whereas 6.0 metres is the minimum required, a minimum rear yard setback (Southdale Road East) of 1.0 metres whereas 3.0 metres is the minimum required, a maximum density of 100 units per hectare whereas 35 units per hectare is the maximum permitted, a maximum rear yard setback (Southdale Road East) of 3.0 metres and that the main building entrance for units fronting Southdale Road East shall be oriented to street.

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 ensuring London's growth and development is well-planned and considers use, intensity, and form.
3. **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 lands, municipally known as 900 Jalna Boulevard, are located in the White Oaks Planning District, on the northside of Jalna Boulevard west of the Southdale Road East and Ernest Avenue/Nixon Avenue intersection. The subject lands are irregular in shape, with an area of 0.87 hectares and 86 metres of frontage on Southdale Road East and 78 metres of frontage on Jalna Boulevard. The site contains a one-storey commercial building containing a commercial gym and physiotherapist office, and surface parking with vehicular access from Jalna Boulevard.

The surrounding area consists of a mix of land uses, including low-to-medium density residential uses, retail/service commercial uses, institutional uses, and public facilities. The subject lands are serviced by London Transit bus routes 10 and 56 accessed from Southdale Road East and route 4A/B accessed from Jalna Boulevard/Ernest Avenue. Sidewalks are provided on both sides of Southdale Road East and Jalna Boulevard. Southdale Road East contains four lanes of through traffic while Jalna Boulevard contains two through lanes of traffic and is connected to Southdale Road East by way of Ernest Avenue to the east and Jalna Boulevard to the west.

Site Statistics:

- Current Land Use: Commercial Recreation
- Frontage: 78 metres (Jalna Boulevard)
- Area: 0.87 hectares
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Residential
- East: Commercial/ Service
- South: Institutional/ Residential
- West: Residential

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods fronting a Civic Boulevard (Southdale Road East) and Neighbourhood Connector (Jalna Boulevard)
- Existing Zoning: Commercial Recreation (CR) Zone

Additional site information and context is provided in Appendix B.

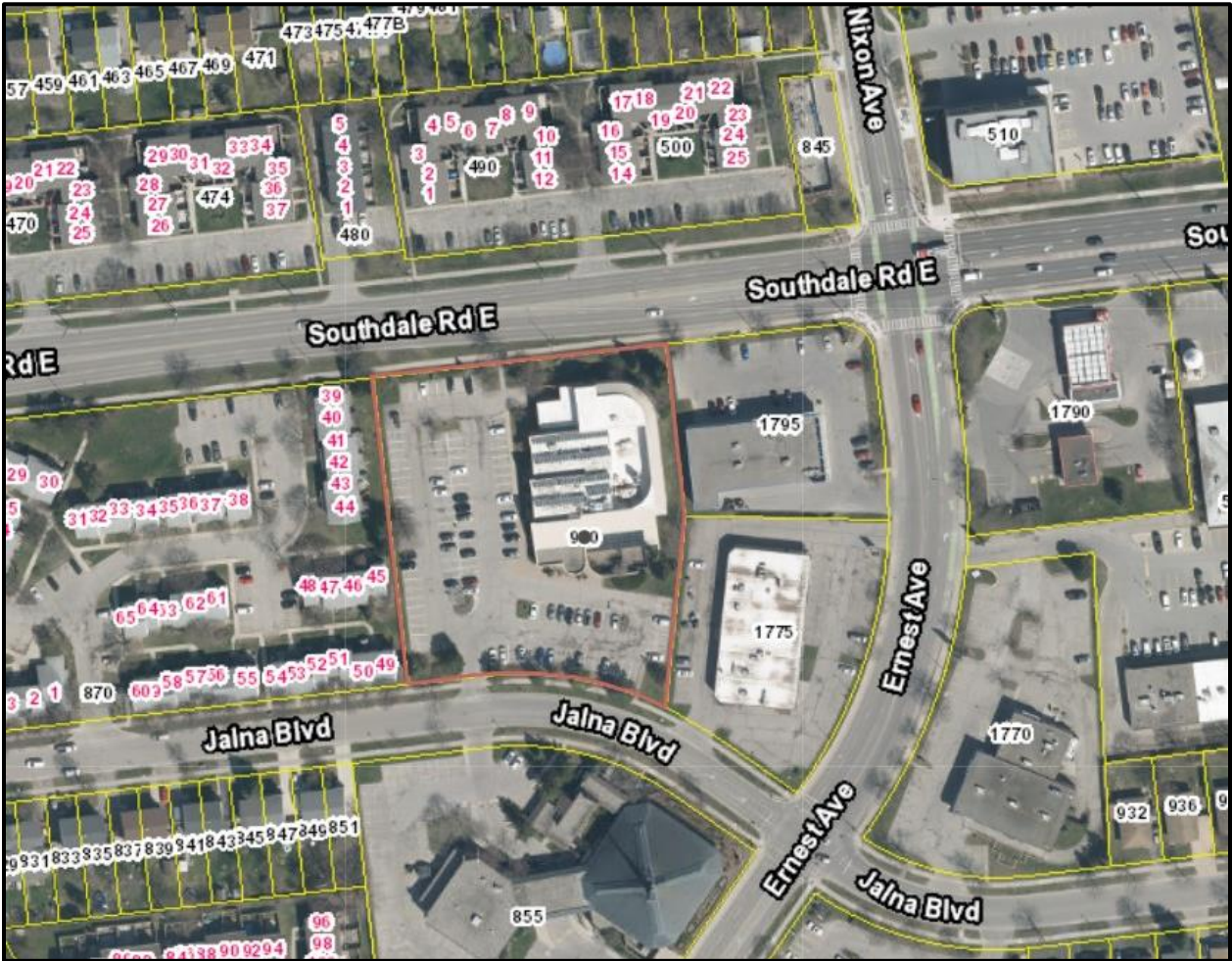


Figure 1: Aerial photo of 900 Jalna Boulevard and surrounding lands



Figure 2: Streetview of 900 Jalna Boulevard (view facing south from Southdale Road East)



Figure 3: Streetview of 900 Jalna Boulevard (view facing north from Jalna Boulevard)

2.0 Discussion and Considerations

2.1 Development Proposal

In January 2024, Planning and Development staff accepted a complete zoning by-law amendment application to redevelop the subject lands for medium density residential uses. The development proposal is comprised of four 3- to 4-storey stacked and cluster townhouse blocks containing a total of 78-units, with a maximum height of 12.0 metres and density of 100 units per hectare. On the north side of the site are two 4-storey stacked townhouse blocks (22-units) oriented towards Southdale Road East, one centrally located 3.5-storey back-to-back stacked townhouse block (28-units), and one southerly back-to-back stacked townhouse block (28-units) fronting Jalna Boulevard. The original conceptual site plan is shown below as Figure 4.



Figure 4. Concept Site Plan (January 2024)

2.2 Revised Development Proposal

Based on comments provided by Planning and Development staff, the applicant submitted a revised conceptual site plan, shown in Figure 5 below. The revised development proposal continues to comprise of a 3- to 4-storey, 78-unit stacked and cluster townhouse development with a maximum density of 100 units per hectare. Revisions to the development proposal include:

- Enhanced pedestrian connectivity to and throughout the subject lands.
- Increased parking setbacks and landscape buffering abutting the properties to the east and west.
- A reduction in the width of the driveway to permit additional landscaping.
- Enhanced accessibility regarding pedestrian connectivity and parking spaces.
- Changes to the proposed garbage pickup location.



Figure 5. Concept Site Plan (March 2024)

The proposed development includes the following features:

- Land use: Residential
- Form: Stacked and Cluster Townhouse Dwellings
- Height: 3-4-storeys (12.0 metres)
- Residential units: 78-units
- Density: 100 units per hectare
- Lot coverage: 27.3%
- Landscape Open Space: 36%
- Parking spaces: 86 surface parking spaces (1.1 space/unit)

Additional development proposal information 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 lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(_)) Zone.

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

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum) (Jalna Boulevard)	6.0 metres	3.0 metres	3.0 metres
Rear Yard Depth (minimum) (Southdale Road East)	3.0 metres	1.0 metres	1.0 metres
Density (maximum)	35 units per hectare	100 units per hectare	100 units per hectare
Additional Permitted Uses		<ul style="list-style-type: none">Cluster townhouse dwellingsCluster stacked townhouse dwellings	<ul style="list-style-type: none">Cluster townhouse dwellingsCluster stacked townhouse dwellings
Rear Yard Depth (maximum) (Southdale Road East)			3.0 metres
Building Orientation			The main building entrance for units fronting Southdale Road shall be oriented to the street.

2.4 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 include:

- Tree Planting in the rear yards abutting Southdale Road East and Jalna Boulevard frontages. While the setbacks vary there is opportunity to plant trees in these locations, which can be addressed through the Site Plan review process.
- Provide a minimum and maximum front yard and rear yard setbacks along Jalna Boulevard and Southdale Road East to encourage street-orientation while avoiding encroachment of footings and canopies.

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

2.5 Public Engagement

On January 16, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 183 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

There were **zero** responses received during the public consultation period.

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

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

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 a contemplated use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type of The London Plan. The proposed residential use, stacked and cluster townhouse dwellings, align with the vision of the Neighbourhoods Place Type by contributing to a diversity and mix of different housing types, intensities, and forms (TLP 918_2) which respect the existing neighbourhood character (TLP 918_13). The proposed residential use also aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP 59_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP 59_5).

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 conforms with Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan which contemplates a standard maximum height of 4-storeys and an upper maximum height of 6-storeys where a property has frontage onto a Civic Boulevard (Southdale Road East). Where a property has frontage onto a Neighbourhood Connector (Jalna Boulevard) a standard maximum height of 3-storeys is permitted. As a maximum height of 4-storeys is proposed to be oriented towards Southdale Road East and 3-storeys oriented towards Jalna Boulevard, the proposed heights are in keeping with The London Plan policies. The proposed residential intensity also contributes to the intensification targets within the Primary Transit Area and Built Area Boundary (TLP 90_ to 92_). Furthermore, the proposed residential use is accommodated on a parcel that is of sufficient size to support the proposed use and intensity, providing sufficient setbacks to buffer abutting residential and commercial uses. The redevelopment of the parcel will also facilitate the efficient use of land and existing municipal services (TLP 953_2 and 3).

4.3 Form

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

The built form consists of two 4-storey stacked townhouse blocks oriented towards Southdale Road East, one 3.5-storey centrally located back-to-back stacked townhouse block, and one 3-storey back-to-back stacked townhouse block oriented towards Jalna Boulevard. As proposed, the built form directs the greatest height and intensity toward the higher order street (TLP 918_13) with a transition in height towards the existing low-density residential uses to the southeast (TLP 953_2). The proposed built form and massing of the townhouse blocks have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood character (TLP 953_2).

Access to the subject lands will be provided from the existing access off of Jalna Boulevard, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). Parking for the proposed stacked and cluster townhouse development will be located internally, visually screening the surface parking from the street, encouraging a pedestrian oriented streetscape (Policy 936_4). Additional mitigation measures being recommended include providing a minimum parking setback of 1.5m from the western property line to allow for a landscape buffer and screening. The Site Plan Approval Authority is also directed to consider reducing the width of the driveway to help establish additional landscaping on the site to help offset any potential impacts of the built form and surface parking.

4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from the subject lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

A maximum density of 100 units per hectare

A special provision to permit a maximum density of 100 units per hectare is proposed by

the applicant and is being recommended by staff. The proposed maximum density provision will allow for the implementation of the proposed redevelopment, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character (TLP 918_13). Additional mitigation measures including increased parking setbacks and landscaped buffering, to offset any potential adverse impacts of the increased intensity will be considered by the Site Plan Approval Authority.

A minimum rear yard setback (Southdale Road East) of 1.0 metres and a minimum front yard setback (Jalna Boulevard) of 3.0 metres

Special provisions to permit a minimum front yard setback (Jalna Boulevard) of 3.0 metres and a minimum rear yard setback (Southdale Road East) of 1.0 metres is proposed by the applicant and is being recommended by staff. While the proposed townhouse blocks oriented towards Southdale Road East are sited with a 6.71 metres setback to the current property line, a 5.71 metre road widening requirement will reduce the rear yard setback to 1.0 metre resulting in the need for the special provision. The proposed townhouse block oriented towards Jalna Boulevard will also be sited with a reduced setback to acknowledge the uniqueness of the through lot with frontage on both streets. The 3.0 metres also accounts for road widening requirements along Jalna Boulevard. In both cases, the townhouse blocks are sited with minimum setbacks ensuring no encroachments into the public right-of-way while defining the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259_).

A maximum rear yard setback (Southdale Road East) of 3.0 metres and that the main building entrance for units fronting Southdale Road East shall be oriented to street.

Staff are recommending two additional special provisions to require a maximum rear yard setback (Southdale Road East) of 3.0 metres and to ensure that the main building entrance shall be oriented to Southdale Road East. The additional special provisions will further ensure the townhouse units will be oriented towards Southdale Road East defining the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259_).

Staff are of the opinion that the above-recommended special provisions comply with The London Plan and are 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 lands to permit a three (3) to four (4) storey, 78-unit, cluster stacked and townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions and an h-18 holding provision.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, and conforms to The London Plan. The amendment will facilitate the redevelopment of the subject site and will contribute to the range and mix of housing options within the area.

Prepared 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
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 900
Jalna Boulevard.

WHEREAS this amendment to the Zoning By-law Z.-1 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 900 Jalna Boulevard, as shown on the attached map comprising part of Key Map No. A111, **FROM** a Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5(_)) Zone.
- 2. Section Number 9.4 of the Residential R6 (R6-5(_)) Zone is amended by adding the following Special Provisions:

R6-5 (_) 900 Jalna Boulevard

a. Regulations

- i. Front Yard Depth (Minimum) 3.0 metres (11.5 feet)
- ii. Rear Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iii. Rear Yard Depth (Maximum) 3.0 metres (9.8 feet)
- iv. Density (Maximum) 100 units per hectare
- v. The main building entrance for units fronting Southdale Road East shall be oriented to street.

- 3. 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.

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.

PASSED in Open Council on April 2, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

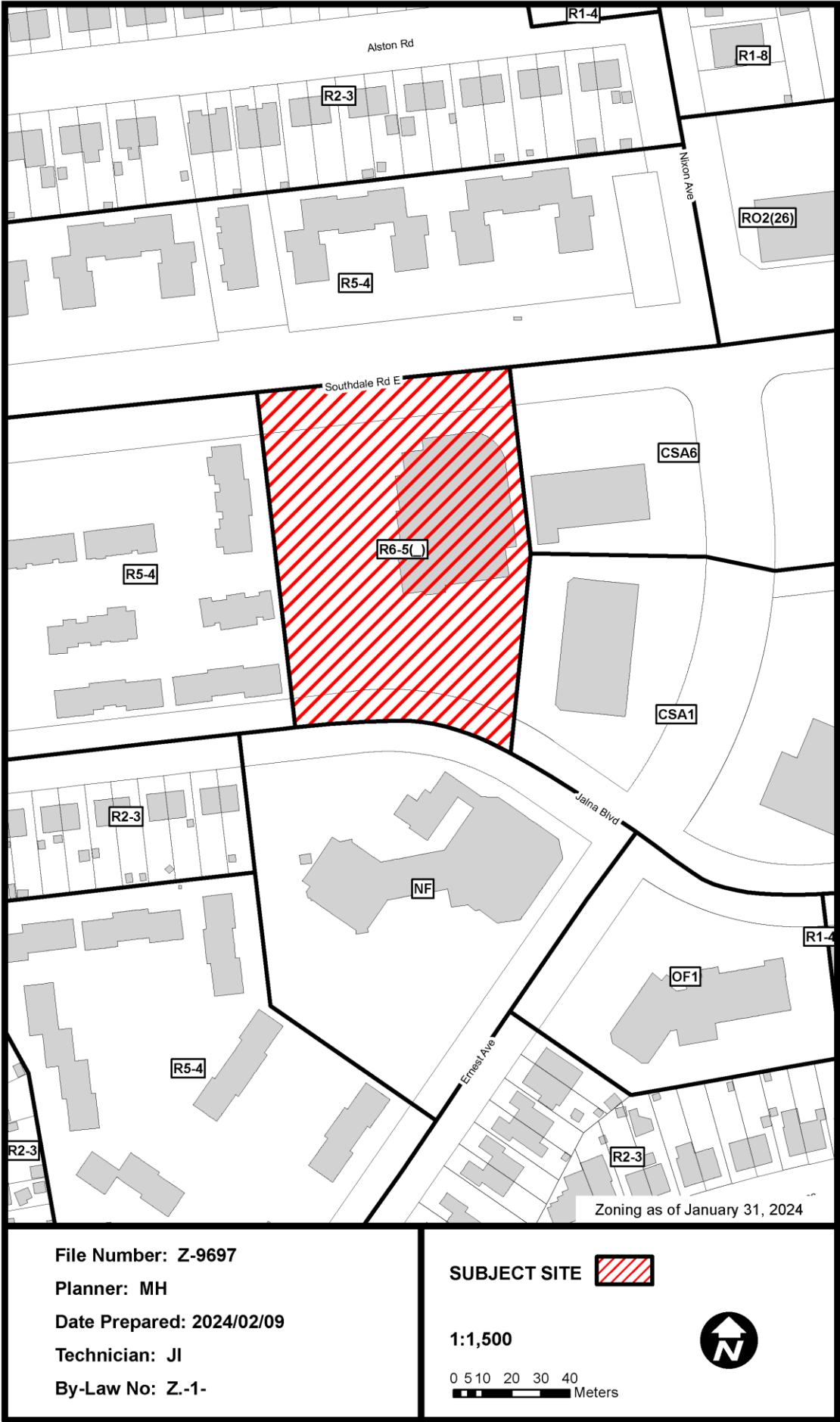
Josh Morgan

Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial Recreation
Frontage	78 metres (Jalna Boulevard)
Area	0.87 hectares
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential
East	Commercial/ Service
South	Institutional/ Residential
West	Residential

Proximity to Nearest Amenities

Major Intersection	Southdale Road East and Ernest Avenue/Nixon Avenue (55 metres)
Dedicated cycling infrastructure	Southdale Road East (onsite)
London Transit stop	Routes 10 and 56 accessed from Southdale Road East (20 metres) and route 4A/B accessed from Jalna Boulevard/ Ernest Avenue (70 metres)
Public open space	Ashley Oaks Park (330 metres) and Cleardale Park (170 metres)
Commercial area/use	Rexall Drugstore (abutting property)
Food store	Shoppers Drug Mart (430 metres)
Community/recreation amenity	Earl Nichols Park and Arena (1,120 metres)

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods fronting a Civic Boulevard (Southdale Road East) and Neighbourhood Connector (Jalna Boulevard)
Current Special Policies	N/A
Current Zoning	Commercial Recreation (CR) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R6 Special Provision (R6-5(_)) Zone

Requested Special Provisions

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum) (Jalna Boulevard)	6.0 metres	3.0 metres	3.0 metres
Rear Yard Depth (minimum) (Southdale Road East)	3.0 metres	1.0 metres	1.0 metres
Density (maximum)	35 units per hectare	100 units per	100 units per

Regulation (R6-5(_))	Required	Proposed	Recommended
		hectare	hectare
Additional Permitted Uses		<ul style="list-style-type: none"> Cluster townhouse dwellings Cluster stacked townhouse dwellings 	<ul style="list-style-type: none"> Cluster townhouse dwellings Cluster stacked townhouse dwellings
Rear Yard Depth (maximum) (Southdale Road East)		<ul style="list-style-type: none"> 	3.0 metres
Building Orientation			The main building entrance shall be oriented to Southdale Road East.

C. Development Proposal Summary

Development Overview

The recommended action will permit a 3- to 4-storey, 78-unit, stacked and cluster townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare.
--

Proposal Statistics

Land use	Residential
Form	Stacked and Cluster Townhouse Dwellings
Height	3-4-storeys (12.0 metres)
Residential units	78-units
Density	100 units per hectare
Lot coverage	27.3%
Landscape open space	36%
New use being added to the local community	Yes

Mobility

Parking spaces	86 surface parking spaces
Vehicle parking ratio	86 surface parking spaces
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Determined through Site Plan Approval
Secured bike parking ratio	Determined through Site Plan Approval
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	N/A

Environment

Tree removals	Yes
Tree plantings	Yes
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A

Existing structures repurposed or reused	No
Green building features	Unknown

Concept Site Plan (January 2024)



Building Renderings – ISO View of Proposed Development



Building Renderings – view facing northeast from Jalna Boulevard



Building Renderings – view facing southwest from Southdale Road East



3.00 M - 1000' setback of the property in the neighborhood

ART 3
N 33R - 69

PROPOSED RESIDENTIAL 200,000 SQ. FT.

JAN 1988

ESTABLISHED BY PLAN M-14

Appendix D – Internal and Agency Comments

Site Plan

Minor Issues Identified

- Due to the density of the development, consider providing a communal paratransit layby internal to the property.
- The row of parking along the western edge of the property is less than the required 1.5 metres from its adjacent property line.
- It appears that only Type B accessible parking spaces are currently proposed. Revise the Site Plan drawing to show a 50/50 split between Type A and Type B accessible parking spaces. Ensure that these spaces are dispersed throughout the site.
- Ensure that all accessible parking spaces are designed to SPCB standards. For example, access aisles are required to be at least 1.5 metres wide, currently these have been proposed at 1.0 metres.
- For the central Townhouse block, the east-west pedestrian walkways on both the north and the south sides are required to be a minimum of 2.1 metres wide as they are abutting parking spaces.
- Consider providing a safe and accessible pedestrian connection between the central Townhouse block and the rest of the property, especially the amenity space.
- Identify the location of all visitor parking spaces, ensuring that a minimum of 1 visitor parking space is provided for every 10 residential units.
- The proposed driveway access is unnecessarily wide, consider shrinking it to 6.7 metres in width and converting the surplus space into landscaping.
- Provide landscape screening in the southwest corner of the property to screen the parking area from Jalna Boulevard.

Notes

- These same comments were provided to the applicant during Site Plan Consultation, the provided drawings and documentation have not changed.
- There is a slight miscommunication between the Zoning information shown on the Site Plan drawing and the Zoning information provided in the Planning and Design Report. The Site Plan drawing indicates a request for a R5-6 Zone, whereas the P&D Report indicates a R6-5 Zone. After discussing this further with the applicant, they have confirmed that they intend to Rezone the property to a R6-5() Zone.

UTRCA

- 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

- 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 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 existing service will be at the expense of the owner.

Urban Design

Major Issues Identified

- Urban Design is generally supportive of the proposed development and has the following comments:

Matters for Zoning

- Provide a minimum front yard and rear yard setbacks along Jalna Boulevard and Southdale Road East to encourage street-orientation while avoiding encroachment of footings and canopies. Refer to The London Plan (TLP) 259, 286, 288.
- Provide a minimum parking setback from the property line to the west to allow for a landscape buffer and screening to mitigate potential negative impact on the adjacent property. TLP 253

Matters for Site Plan

- Include enhanced all-season landscape buffer to screen parking visible from Jalna Boulevard. TLP 278
- Provide a landscape buffer abutting any below-grade unit window of Type B to provide privacy and screening from any vehicular lights. TLP 235
- Provide landscape elements to screen the garbage area in order to avoid any negative visual impact on the users or potential conflict with the pedestrian walkway. TLP 266
- Ensure the side elevations of the corner units on Lot 1, 5, 6, 11, 12, 18, 19, 25, 26, 27, 38, & 39 are constructed to have a similar level of details (windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design), to the satisfaction of the City. CPTED Principles should be integrated into the design. TLP 290, 228
- If fencing is proposed along the street frontages, limit it to decorative transparent fencing with a maximum height of 4ft (1.2m)
- Ensure the site plan and the building renderings match in showing the walkways shown from individual units of Type A on lot 1, 5, 6 & 11 connecting the public sidewalk along Southdale Road East
- Provide a full set of dimensioned elevations for all built form types. Further urban design comments may follow upon receipt of the elevations.

Ecology

Major Issues Identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Notes

- Avoid tree removals within the active breeding bird period (April 1 – August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

Parks Planning

Matters for Site Plan

- Parkland dedication will be required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized through the Site Plan Approval process.

Heritage

Major Issues Identified

- I have reviewed the following Archaeological Assessment associated with Z-9697:

- Lincoln Environmental Consulting Corp., Stage 1-2 Archaeological Assessment of 900 Jalna Boulevard in Part of Lot 28, Concession 2, Former Township Westminster, Now City of London, Middlesex County, Ontario (PIF P1289-0452-2023) August 2023.
- Please be advised that staff recognize the conclusions of the report that state: No 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.
- However, in order to receive the report as complete, and to clear the property of archaeological potential, the City requires submission of the Ministry of Citizenship and Multiculturalism's compliance review letter.

Matters for Zoning

- Heritage recommends that the h-18 holding provision be used until the compliance letter has been received by the City.

Additional Heritage Comments

- I have the Stage 1-2 Archaeological Assessment (P1289-0452-2023) and the Ministry Letter can confirm that the h-18 holding provision can be removed.

Landscape Architecture

Major Issues Identified

- The Development and Planning Landscape Architect does not support the special provisions for reduced rear and front yard setbacks [1m and 3.0m respectively]. Sufficient volume of soil must be provided to support tree growth and vegetative screening, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4 is for London to become one of Canada's greenest Cities. Site Plan tree planting is required within the site fronting onto a public street; 1 tree per 12m in a 3m landscape strip. Tree planting in the road allowance of major arterial roads is not currently supported by Roadside Operations on these frontages, all required tree planting is to be within site.

Matters for Site Plan

- Often times we cannot get tree planting along street frontages at site plan because no setback has been provided within site and roadside ops doesn't allow planting in boulevard. In this instance, the rear yards abut Southdale and could accommodate some tree planting. The Jalna frontage setbacks vary and should be able to have some planting. Let's just leave until Site Plan.

Additional Landscape Architecture Comments

- Often times we cannot get tree planting along street frontages at site plan because no setback has been provided within site and roadside ops doesn't allow planting in boulevard. In this instance, the rear yards abut Southdale and could accommodate some tree planting. The Jalna frontage setbacks vary and should be able to have some planting. Let's just leave until Site Plan.

Engineering

Major Issues Identified

- Engineering has no further comments on this application. For the applicant's benefit, please include the below commentary with the zoning approval notice.

Matters for Site Plan

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sanitary sewer on Jalna Blvd with 200mm diameter PDC connected to the top end manhole.
- New sanitary PDC connection consistent with CoL standards for the proposed development. The existing PDC is to be properly abandoned/removed at the time of construction.

Stormwater:

- As per attached as constructed 6485S1 & 6502, the site at C=0.65 is tributary to an existing 450mm storm stub on Jalna Boulevard. For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of a medium density residential will triggers the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 2, therefore the following design criteria should be implemented:
- The downstream SWM facility does not address all required SWM criteria (subwatershed quality targets). The relevant on-site controls will be required for the lands to be developed, as per the applicable Subwatershed Study. The consultant shall provide a servicing report and drawings to present calculations, recommendations, and details to address these requirements.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, 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. 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 hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained, and that grading can safely convey up to the 250-year storm event, all to be designed by a Professional Engineer for review.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands. Particularly, the owner's consultant shall ensure grading is such that no flows are directed towards the westerly private residential lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and

satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water:

- New sanitary PDC connection consistent with CoL standards for the proposed development. The existing PDC is to be properly abandoned/removed at the time of construction.

Transportation:

- Right-of-way dedication of 11.50 m from the centre line be required along Jalna Blvd.
- Right-of-way dedication of 24.0 m from the centre line of Southdale Rd E within 150 metres from the intersection on Southdale Rd E @ Ernest Ave, and 18.0m from centerline beyond 150.0m of the intersection.
- The full width of the Southdale Road East frontage is subject to a 5.712 metre road widening to achieve 24.0m from C/L.
- The Jalna Boulevard frontage is subject to a 0.832 metre widening to achieve 11.50m from C/L.
- Detailed comments regarding access design and location will be made through the site plan process.

Appendix E – Public Engagement

Community Engagement

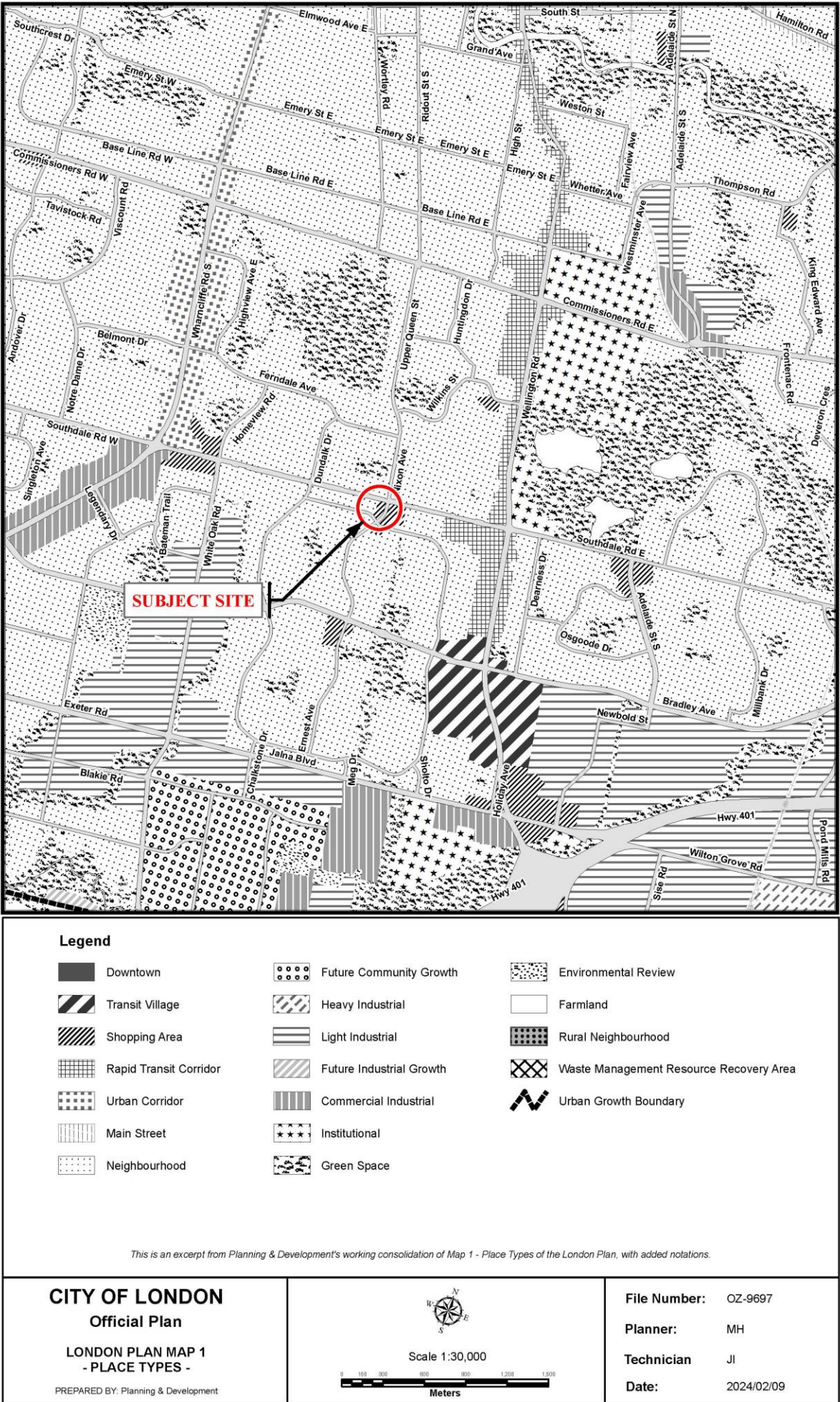
Public liaison: On January 16, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 183 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 25, 2024. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to facilitate a 78-unit, cluster stacked townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare. Possible change to the Zoning By-law Z.-1 **FROM** a Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5()) Zone. Special Provisions include a minimum front yard setback (Jalna Boulevard) of 3.5m whereas 6.0m is permitted, minimum rear yard setback (Southdale) of 1.0m whereas 3.0m is permitted, maximum density of 100 units per hectare whereas 35 units per hectare is permitted, and to permit cluster townhouse dwellings. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development.

Public Responses: Zero replies received.

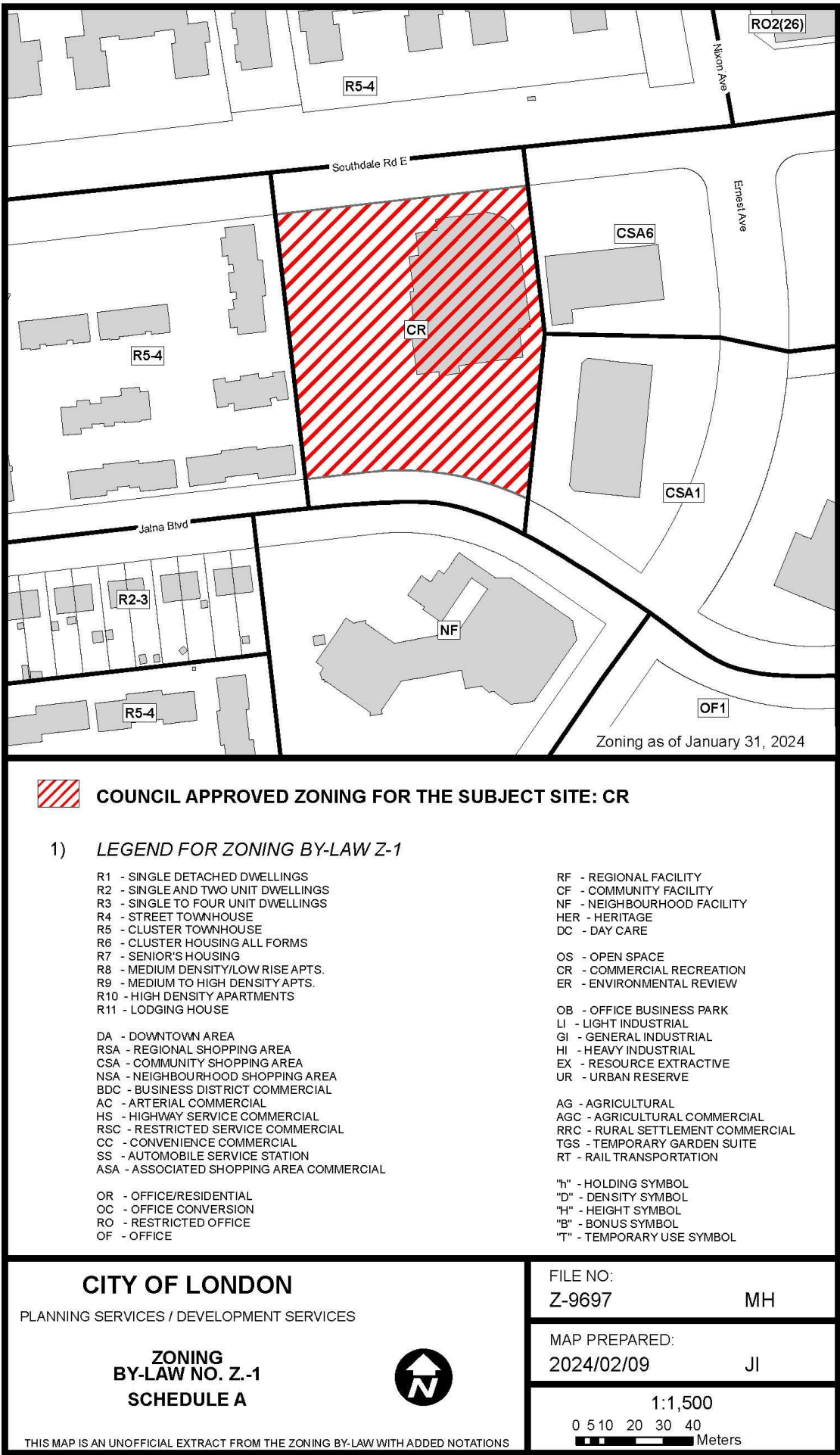
Appendix F – Relevant Background

The London Plan – Map 1 – Place Types



Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9697_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

900 Jalna Blvd, 3010 Yorkville St., 460 Asher Cres, 615 Superior Dr.

New developments should make allowances for at least 55% reserved areas of vegetation, exclusive of all areas of pavement and infrastructure. These areas should aim at creating significant natural environments and include tree plantings. These four developments should be required to conform that model.

Angus Johnson, Greenspace Alliance

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: 1000566345 Ontario Inc. & Domus Development (London) Inc.
300 and 306 Princess Street
File Number: OZ-9688, Ward 10
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 1000566345 Ontario Inc. & Domus Development (London) Inc. relating to the properties located at 300 and 306 Princess Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 2, 2024 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 2, 2024 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 properties **FROM** a Residential R3/Office Conversion (R3-2/OC2) Zone and a Residential R3/R11 (R3-2/R11) Zone **TO** a Holding Residential R6 Special Provision (h-18*R6-5(*)) Zone and a Holding Residential R6 Special Provision (h-18*R6-5(**)) Zone;
- (c) **IT BEING NOTED**, that the above noted amendments are 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 evaluation criteria for Specific Policy Areas, the Neighbourhoods Place Type, the Near-Campus Neighbourhoods policies, and the Woodfield Neighbourhood policies;
 - iii) The recommended amendment is consistent with the policies of West Woodfield Heritage Conservation District Plan; and
 - iv) The recommended amendment facilitates the restoration and intensification of the existing heritage buildings at an appropriate scale and intensity within the Built Area Boundary and Primary Transit Area.

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 which would permit apartment buildings.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R3/Office Conversion (R3-2/OC2) Zone and a Residential R3/R11 (R3-2/R11) Zone to a Residential R6 Special Provision (R6-5(*)) Zone and a Residential R6 Special Provision (R6-5(**)) Zone to implement the proposed specific policy.

Purpose and the Effect of Recommended Action

The recommended action will permit two, 3-storey rear additions to the existing residential buildings, increasing the number of residential units by three units in each building from 6 to 9 units, for 18 units in total. The result would be an increase of **6 residential units** between the two buildings.

Staff are recommending a holding provision that will ensure the development will not occur until such time as the City is in receipt of the Ministry of Citizenship and Multiculturalism’s (MCM) compliance review letter for the Stage 1-2 Archaeological Assessment.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London’s growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Report to London Consent Authority – 300-306 Princess Avenue (B.032/23) – November 16, 2023

1.2 Planning History

A Consent application was received on the subject lands in 2023 (B.032/23) to create a joint access easement, which was approved by the London Consent Authority on November 16, 2023.

1.3 Property Description and Location

The subject lands are located on the north side of Princess Avenue, between Wellington Street and Waterloo Street, in the Central London Planning District. The subject lands are comprised of two separate lots currently occupied by two 3-storey residential buildings, each containing six vacant dwelling units and surface parking at the rear. Vehicular access is provided by a City-owned rear lane with connections to Waterloo Street and Wolfe Street. Both properties are designated Heritage Properties under Part V of the *Ontario Heritage Act* as part of the *West Woodfield Heritage Conservation District*.

Site Statistics:

- Current Land Use: Residential
- Frontage:
 - 300 Princess Avenue: 16.3 metres (54.0 feet)
 - 306 Princess Avenue: 16.1 metres (52.8 feet)
- Depth: 45.7 metres (150.0 feet)
- Area:
 - 300 Princess Avenue: 0.74 hectares (1.8 acres)
 - 306 Princess Avenue: 0.73 hectares (1.8 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low Density Residential
- East: Low Density Residential
- South: Institutional, High Density Residential
- West: Institutional, Open Space

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods
- Existing Special Policies: Near-Campus Neighbourhoods and Woodfield Neighbourhood
- Existing Zoning:
 - 300 Princess Avenue: Residential R3/Office Conversion (R3-2/OC2) Zone
 - 306 Princess Avenue: Residential R3/R11 (R3-2/R11) Zone

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



Figure 1- Aerial Photo of 300 and 306 Princess Avenue and surrounding lands



Figure 2 - Streetview of 300 and 306 Princess Avenue (view looking N)

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of two, 3-storey additions to the rear of the existing residential buildings, increasing the number of residential units in each building from 6 to 9 (18 units total) with surface parking at the rear of the sites. Vehicular access would continue to be provided from the rear access lane available via Waterloo Street and Wolfe Street. New walkways are proposed to provide pedestrian access to the front of the buildings from the rear parking lot/amenity area. The buildings would remain detached from one another and on separate lots.

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment building
- Height: 3 storeys (11.1 m)
- Residential units: 3 new units in each building, increasing the number of units in each building from 6 to 9
- Density: 129 units per hectare per lot
- Gross floor area:
 - 300 Princess Avenue: 133.6 sq.m existing and 84.5 sq.m proposed (218.1 sq.m total)
 - 306 Princess Avenue: 129.5 sq.m existing and 85.8 sq.m proposed (215.3 sq.m)
- Building coverage:
 - 300 Princess Avenue: 29.1%
 - 306 Princess Avenue: 29.2%
- Parking spaces: 6 surface spaces per lot
- Bicycle parking spaces: 10 inside / 1 outside
- Landscape open space: 48%
- Functional amenity space: 150 sq.m per lot

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

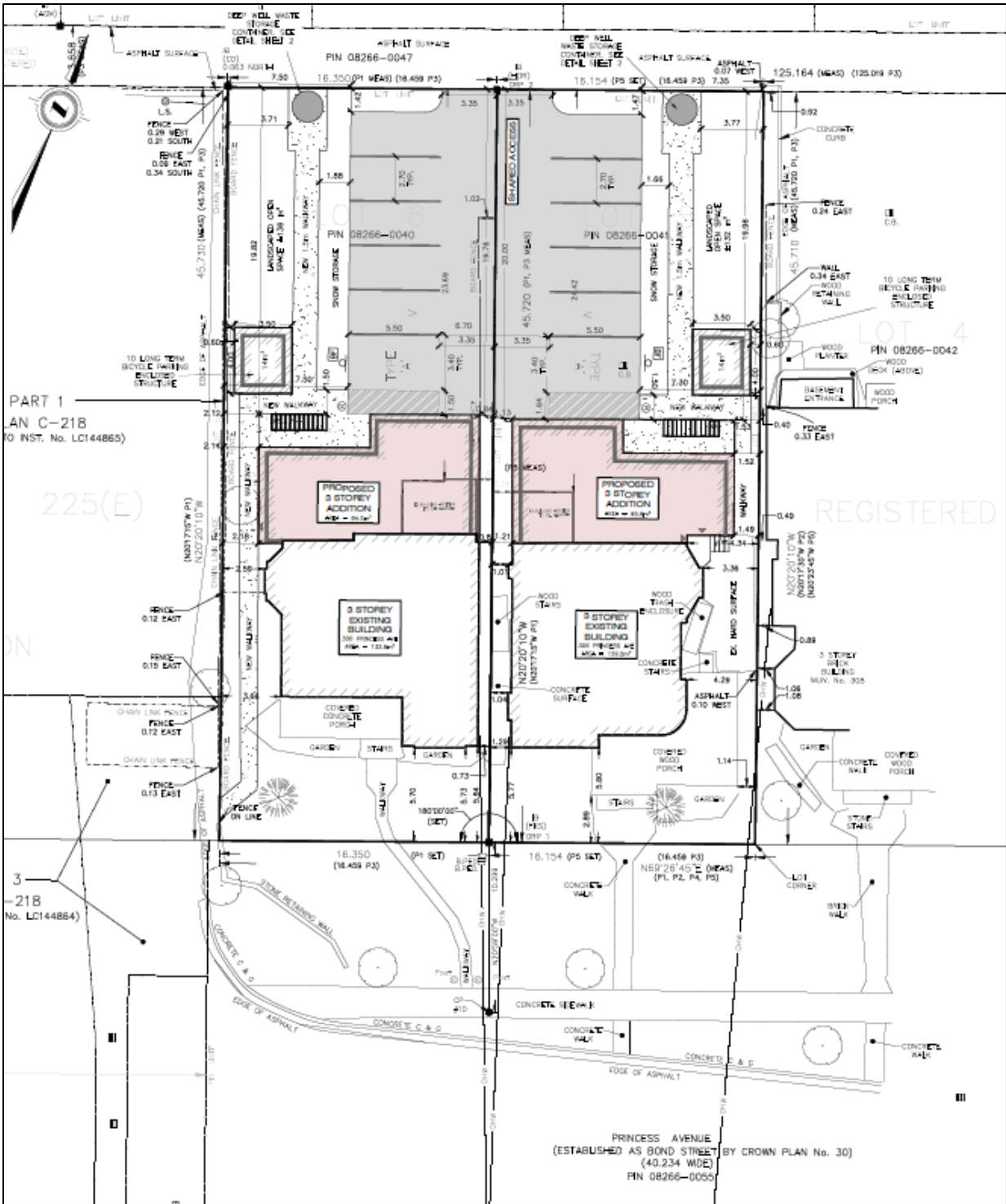




Figure 5 – Rendering of 306 Princess Avenue (December 2023)

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

2.2 Requested Amendments

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 permit apartment buildings and facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R3/Office Conversion (R3-2/OC2) Zone and a Residential R3/R11 (R3-2/R11) Zone to a Residential R6 Special Provision (R6-5(*)) Zone for 300 Princess Avenue and a Residential R6 Special Provision (R6-5(**)) Zone for 306 Princess Avenue.

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

Regulation (R6-5) – 300 Princess Avenue	Required	Proposed/Recommended
Lot Area (Minimum)	850.0 sq.m	747.6 sq.m
Front Yard Depth (Minimum)	6.0 m	5.7 m
Interior Side Yard Depth – East (Minimum)	4.8 m	0.7 m
Interior Side Yard Depth – West (Minimum)	4.8 m	1.9 m
Density (Maximum)	35 units per hectare	1.9 units per hectare
Driveway	6.7 m wide private driveway	6.7 m wide shared with 306 Princess Avenue
Regulation (R6-5) – 306 Princess Avenue	Required	Proposed/Recommended
Lot Area (Minimum)	850.0 sq.m	738.5 sq.m
Front Yard Depth (Minimum)	6.0 m	5.7 m
Interior Side Yard Depth – East (Minimum)	4.8 m	1.4 m
Interior Side Yard Depth – West (Minimum)	4.8 m	1.0 m
Density (Maximum)	35 units per hectare	129 units per hectare
Driveway	6.7 m wide private driveway	6.7 m wide shared with 300 Princess Avenue

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Relocation of the deep well garbage bins to ensure the pedestrian walkway is unobstructed.
- Heritage matters to be addressed through the Heritage Alteration Permit application.
- The need for an h-18 holding provision until such time as the City is in receipt of the Ministry of Citizenship and Multiculturalism's (MCM) compliance review letter for the Stage 1-2 Archaeological Assessment.
- Engineering matters to be addressed at the building permit stage.
- Advisory of tree removal process requirements.

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

2.4 Public Engagement

On December 15, 2023, Notice of Application was sent to 68 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 December 28, 2023. A "Planning Application" sign was also placed on the site.

One response was received through the public consultation period.

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

it exists or is to be developed, are promoted by the PPS (1.4.3d)).

The PPS is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

Both properties are designated Heritage Properties under Part V of the *Ontario Heritage Act* as part of the *West Woodfield Heritage Conservation District*. The PPS directs that significant built heritage resources and significant cultural heritage landscapes be conserved (2.6.1). The existing buildings are proposed to be retained, with the additions located at the rear to maintain character. Further, planning authorities shall not permit development and site alteration on adjacent lands to protect heritage properties except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage properties will be conserved (2.6.3).

The applicant submitted a Heritage Impact Assessment (HIA) as part of the complete application which has been reviewed by Heritage Planning staff. Heritage Planning staff are generally supportive of the research, assessment and recommendations of the HIA.

Staff are satisfied the requested amendments are consistent with 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.

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.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that all the above conditions have been met.

West Woodfield Heritage Conservation District Plan

The *West Woodfield Heritage Conservation District* (the District) is bounded by Richmond Street, Dufferin and Queens Avenue, Pall Mall Street and Central Avenue

and the west limit of the *East Woodfield Heritage Conservation District*. The District is intended to help protect and preserve the heritage assets and character that exists in the area (5.1). The *West Woodfield Heritage Conservation District Plan* outlines a number of goals for the District including avoiding the destruction and/or inappropriate alteration of the existing building stock, materials and details and; maintaining and enhancing the visual, contextual and pedestrian oriented character of West Woodfield's streetscape and public realm (3.1).

The *West Woodfield Heritage Conservation District Plan* has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning Bylaw amendment is consistent with it.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The site is located within the Neighbourhoods Place Types of The London Plan with frontage on a Neighbourhood Street, in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Table 10 – Range of Permitted Uses provides the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type by street classification (TLP 921_). At this location, Table 10 permits a range of low-rise residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, additional residential units, home occupations, and group homes. Low-rise apartments are not permitted therefore the applicant has requested an Official Plan amendment to add a specific policy to permit apartment buildings on a site-specific basis. Although the use is not permitted in accordance with Table 10, staff is satisfied that the use is appropriate for the subject lands, and further, that the requested amendment satisfies the evaluation criteria for Specific Policy Areas as identified above.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.4), an efficient use of land and a diversified mix of uses (PPS 1.1.3.6). The proposed 3-storey intensity is in conformity with the Neighbourhoods Place Type in The London Plan, as established in Table 11 – Range of Permitted Heights and matches the height of the existing buildings. Servicing is available for the proposed number of units and no concerns were raised regarding traffic, noise, parking or other negative impacts.

The specific policies for the Woodfield Neighbourhood provide for infill and intensification only where such development is clearly compatible with the character, scale and intensity of the low-rise residential neighbourhood in this area (TLP 1036_). Area-specific zoning regulations such as, but not limited to, maximum floor area ratio, maximum dwelling size and on-site parking limitations may be applied to ensure that future development meets this objective. However, properties fronting the north side of Princess Avenue, west of Waterloo Street, are located on the edge of the downtown at a point of transition between high density residential and institutional uses to the south and the low-density residential neighbourhood to the north. Several buildings have undergone restoration and intensification in a manner which has preserved the character of the neighbourhood and kept the original streetscape intact. Recognizing this, policy 1037_ exempts these properties from area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations. On this basis, no special provisions pertaining to these matters are recommended and the recommended amendments are in conformity with the Woodfield Neighbourhood policies.

The subject lands are also located within a Near-Campus Neighbourhood which is subject to specific policies regarding intensification and increases in residential intensity in the Neighbourhoods Place Type. The following criteria apply when considering residential intensification within Near-Campus Neighbourhoods, in accordance with policy 968_:

1. The proposed development is in conformity with the vision and planning goals for Near-Campus Neighbourhoods.
2. The proposed development is consistent with Tables 10 to 12 in the Neighbourhoods Place Type.
3. The development conforms to the Residential Intensification policies of this Plan, where those policies do not conflict with Near-Campus Neighbourhoods Policies.
4. The development conforms to any relevant Specific Policies of this chapter.
5. The development provides for an adequate amenity area that is appropriately shaped, configured, and located.
6. Mitigation measures are incorporated into the proposed building(s) and site design which ensure that the amenity of surrounding residential land uses is not negatively impacted.
7. Significant heritage resources are protected and conserved where appropriate and necessary according to the Cultural Heritage policies of this Plan.
8. The proposal establishes a positive and appropriate example for similar locations within the Near-Campus Neighbourhoods areas.

Although the proposed use is not listed in Table 10, staff are satisfied that the use and associated residential intensification is appropriate for the subject lands. The proposed additions would allow for a minor increase in intensity, from a total of six units to nine units in each building, without detracting from the character of the existing neighbourhood. Staff are therefore satisfied that upon approval of the requested Official Plan amendment, the proposed development is in conformity with the Near-Campus Neighbourhoods policies of The London Plan.

The *West Woodfield Heritage Conservation District Plan* includes policies regarding land use and development patterns, including maintaining the residential amenity and human scale by ensuring that the low-density residential land use character remains dominant (4.1(a)). Where intensification is proposed, the policies within the plan promote adaptive reuse of the existing heritage building (4.1(d)). The recommended amendments facilitate the preservation and re-use of the existing heritage buildings, which are currently vacant and have fallen into disrepair. Further, the existing streetscape along Princess Avenue is maintained by locating the proposed additions at the rear of the existing buildings.

4.3 Form

The proposed form is consistent with the Neighbourhoods Place Type policies and the City Design Policies. The proposed rear additions are sensitive to the heritage buildings both on site and within the context of the broader *West Woodfield Heritage Conservation District*. One of the goals of the *West Woodfield Heritage Conservation District Plan* is to maintain the low-density residential character of the District as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses (3.1). The recommended amendments provide for rear additions to facilitate a total of six additional units while maintaining the character of the existing heritage buildings along Princess Avenue. The Plan also guides infill development to be compatible with the heritage character and pedestrian scale of the District, and ensuring additions are subordinate to the original structure to allow the original heritage features and built form to take visual precedence on the street (3.1 and 4.2.1(c)).

The rear additions provide an opportunity for infill development that is compatible with the heritage character. The additions match the height of the existing buildings and will not detract from the pedestrian scale along Princess Avenue. No significant modifications to the front facades of the existing buildings along Princess Avenue are proposed, which will ensure the existing streetscape and pedestrian scale is

maintained. Through the review of the application, staff identified the need for long-term bicycle parking. The applicant subsequently provided an updated plan demonstrating that long-term bicycle parking will be provided in detached accessory structures. Staff are therefore satisfied this matter has been sufficiently addressed.

Conclusion

The applicant has requested to amend the Official Plan, The London Plan, by adding a new policy to the Specific Policies for the Neighbourhoods Place Type and by adding the subject lands to Map 7 to permit apartments as a use on the subject lands. The applicant has also requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R3/Office Conversion (R3-2/OC2) Zone and a Residential R3/R11 (R3-2/R11) Zone to a Residential R6 Special Provision (R6-5(*)) Zone and a Residential R6 Special Provision (R6-5(**)) Zone to 300 and 306 Princess Avenue, respectively. Staff are recommending approval of the requested Official Plan amendment and Zoning Bylaw amendment, with the requested special provisions and an h-18 holding provision.

The recommended action is consistent with the PPS 2020, conforms to The London Plan, and will permit three storey rear additions to the existing buildings, increasing the number of units in each building from six to nine.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

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

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

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

Copy:
Britt O'Hagan, Manager, Current Development
Mike Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

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 300 and 306 Princess Avenue

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on April 2, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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 apartment buildings.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 300 and 306 Princess Street in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for apartment buildings on the subject lands. The recommended amendment is consistent with the *PPS 2020*, which directs that significant built heritage resources and significant cultural heritage landscapes be conserved and encourages residential intensification, an efficient use of land, and a diversified mix of uses. The recommended amendment conforms to *The London Plan*, including, but not limited to the evaluation criteria for Specific Policy Areas, the Neighbourhoods Place Type, the Near-Campus Neighbourhoods policies, and the Woodfield Neighbourhood policies. The recommended amendment is consistent with the policies of West Woodfield Heritage Conservation District Plan. The recommended amendment facilitates the restoration and intensification of the existing heritage buildings at an appropriate scale and intensity within the Built Area Boundary and Primary Transit Area.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

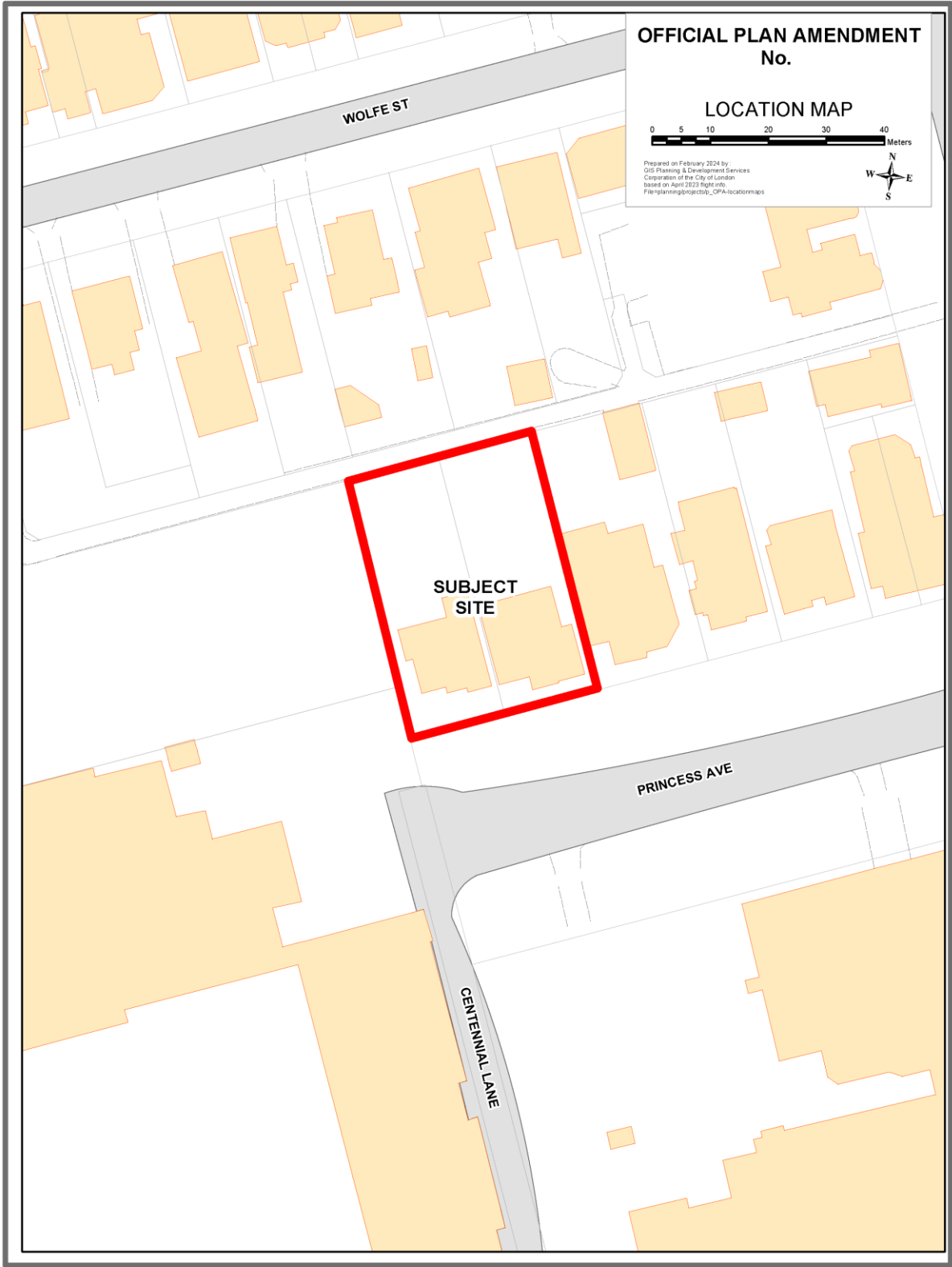
1. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

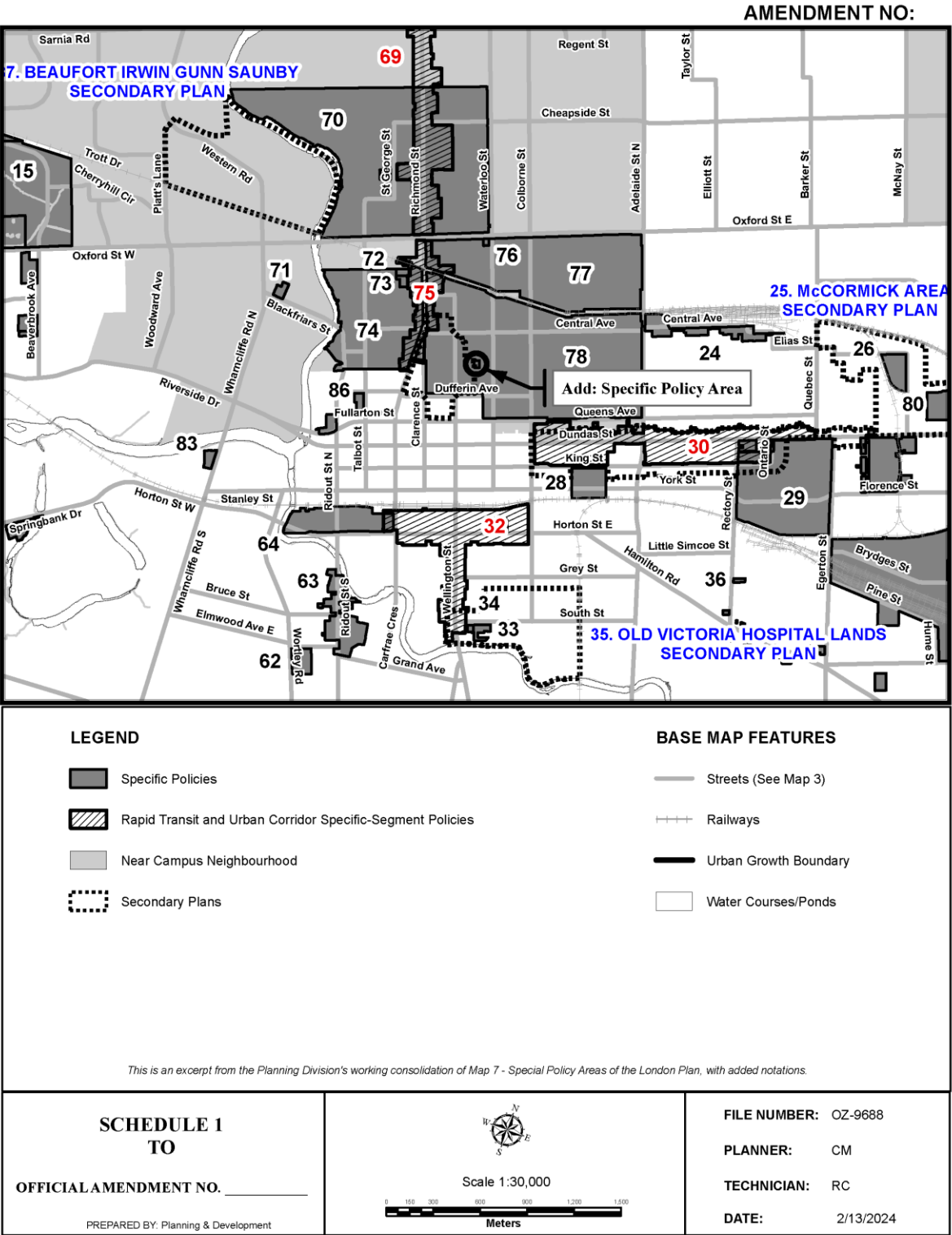
(___) 300 and 306 Princess Avenue

In the Neighbourhoods Place Type at 300 and 306 Princess Avenue, apartment buildings up to 3 storeys in height may be permitted.

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 300 and 306 Princess Avenue in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”





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Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 300 and
306 Princess Avenue

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 300 and 306 Princess Avenue, as shown on the attached map comprising part of Key Map No. A107, **FROM** a Residential R3/Office Conversion (R3-2/OC2) Zone and a Residential R3/R11 (R3-2/R11) Zone **TO** a Holding Residential R6 Special Provision (h-18*R6-5(*)) Zone and a Holding Residential R6 Special Provision (h-18*R6-5(**)) Zone.

2. Section Number 10.4.e) of the R6-5 Zone is amended by adding the following Special Provisions:

R6-5(*) 300 Princess Avenue

a. Permitted Uses

1. Single detached dwelling
2. Semi-detached dwelling
3. Duplex dwelling
4. Townhouse dwelling
5. Apartment building

b. Regulations

1. Lot Area (Minimum) – 747.6 square metres
2. Front Yard Depth (Minimum) – As existing on the date of the passing of the by-law (5.7 metres)
3. East Interior Side Yard Depth (Minimum) – 0.7 metres
4. West Interior Side Yard Depth (Minimum) – 2.5 metres to portions of the existing building on the date of the passing of the by-law; 1.9 metres to any additions or expansions to the existing building after the date of the passing of the by-law
5. Density (Maximum) – 129 units per hectare
6. Driveway Width – 6.7 metres shared with the property to the east

3. Section Number 10.4.e) of the R6-5 Zone is amended by adding the following Special Provisions:

R6-5(**) 306 Princess Avenue

a. Permitted Uses

1. Single detached dwelling
2. Semi-detached dwelling
3. Duplex dwelling
4. Townhouse dwelling
5. Apartment building

b. Regulations

1. Lot Area (Minimum) – 738.5 square metres
 2. Front Yard Depth (Minimum) – As existing on the date of the passing of the by-law (5.7 metres)
 3. East Interior Side Yard Depth (Minimum) – 1.1 metres to the existing covered porch on the date of the passing of the by-law; 3.3 metres to portions of the existing building on the date of the passing of the by-law; 1.4 metres to any additions or expansions to the existing building after the date of the passing of the by-law
 4. West Interior Side Yard Depth (Minimum) – 1.0 metres
 5. Density (Maximum) 129 units per hectare
 6. Driveway Width – 6.7 metre shared with the property to the west
4. 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.

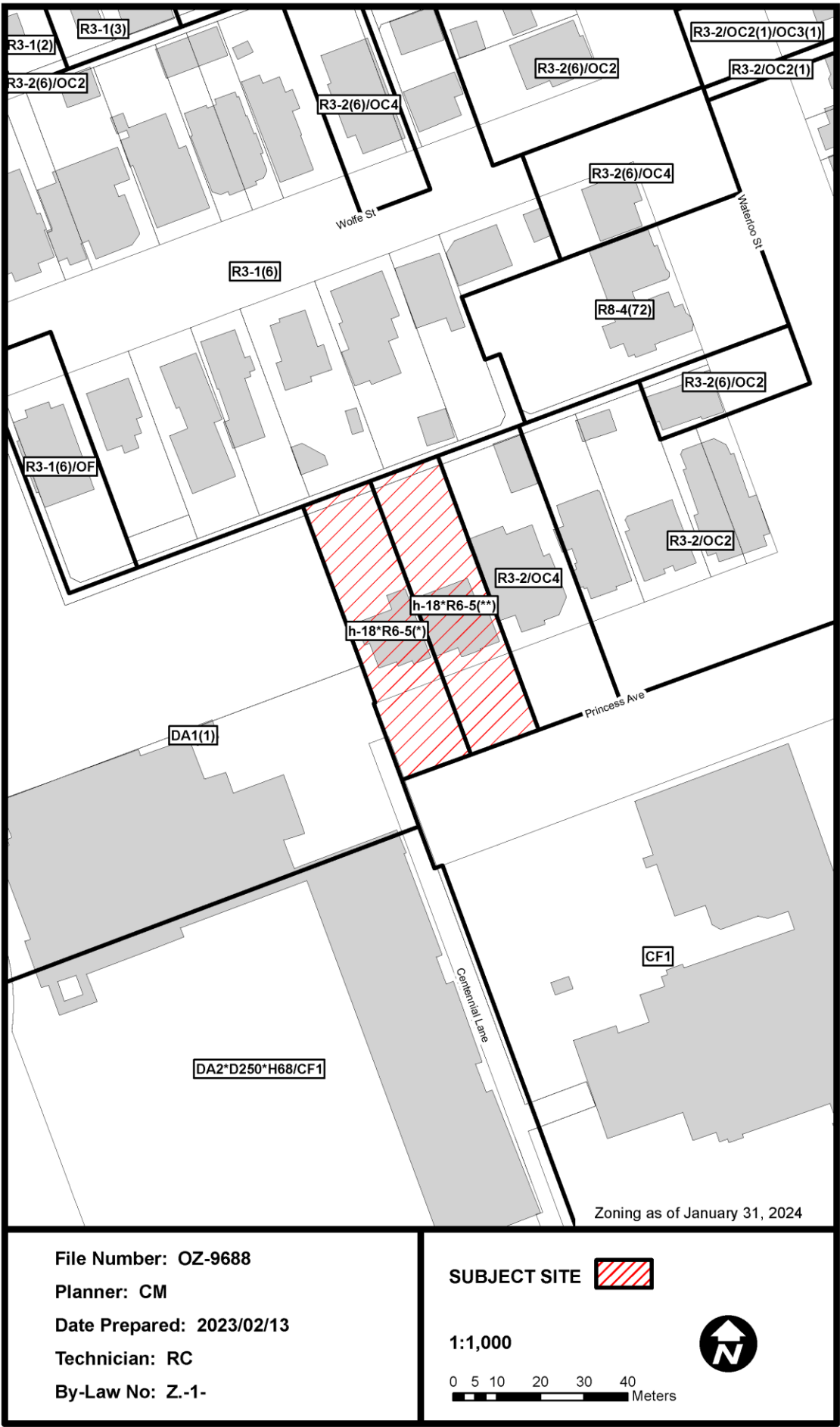
PASSED in Open Council on April 2, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Appendix C – Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	300 Princess Avenue: 16.3 metres (54.0 feet) 306 Princess Avenue: 16.1 metres (52.8 feet)
Depth	45.7 metres (150.0 feet)
Area	300 Princess Avenue: 0.74 hectares (1.8 acres) 306 Princess Avenue: 0.73 hectares (1.8 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low Density Residential
East	Low Density Residential
South	Institutional, High Density Residential
West	Institutional, Open Space

Proximity to Nearest Amenities

Major Intersection	Waterloo Street and Dufferin Avenue, 195 metres
Dedicated cycling infrastructure	Dufferin Avenue, 200 metres
London Transit stop	Dufferin Avenue, 200 metres
Public open space	Reg Cooper Square, 80 metres
Commercial area/use	Richmond Row, 380 metres
Food store	Fresh and Fast Food Market, 412 metres
Community/recreation amenity	YMCA Centre Branch, 700 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, Neighbourhood Street
Current Special Policies	Near-Campus Neighbourhoods and Woodfield Neighbourhood
Current Zoning	300 Princess Avenue: Residential R3/Office Conversion (R3-2/OC2) Zone 306 Princess Avenue: Residential R3/R11 (R3-2/R11) Zone

Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type, Neighbourhood Street
Requested Special Policies	To permit apartment buildings
Requested Zoning	300 Princess Avenue: Residential R6 Special Provision (R6-5(*)) Zone 306 Princess Avenue: Residential R6 Special Provision (R6-5(**)) Zone

Requested Special Provisions

Regulation (R6-5) – 300 Princess Avenue	Required	Proposed
Lot Area (Minimum)	850.0 sq.m	747.6 sq.m
Front Yard Depth (Minimum)	6.0 m	5.7 m
Interior Side Yard Depth – East (Minimum)	4.8 m	0.7 m

Regulation (R6-5) – 300 Princess Avenue	Required	Proposed
Interior Side Yard Depth – West (Minimum)	4.8 m	1.9 m
Density (Maximum)	129 units per hectare	35 units per hectare
Regulation (R6-5) – 306 Princess Avenue	Required	Proposed
Lot Area (Minimum)	850.0 sq.m	738.5 sq.m
Front Yard Depth (Minimum)	6.0 m	5.7 m
Interior Side Yard Depth – East (Minimum)	4.8 m	1.4 m
Interior Side Yard Depth – West (Minimum)	4.8 m	1.0 m
Density (Maximum)	129 units per hectare	35 units per hectare

C. Development Proposal Summary

Development Overview

<p>The proposed development consists of 3-storey additions to the rear of the existing residential buildings, increasing the number of residential units in each building from 6 to 9 (18 units total) with surface parking at the rear of the sites. Vehicular access would continue to be provided from the rear access lane available via Waterloo Street and Wolfe Street. New walkways will be proposed to provide convenient and safe pedestrian access to the front of the buildings from the rear parking lot/amenity area. The buildings would remain detached from one another and on separate lots.</p>
--

Proposal Statistics

Land use	Residential
Form	Apartment buildings
Height	3 storeys (11.1 metres)
Residential units	3 new units in each building, increasing the number of units in each building from 6 to 9
Density	129 units per hectare
Gross floor area	300 Princess Avenue: 133.6 sq.m existing and 84.5 sq.m proposed (218.1 sq.m total) 306 Princess Avenue: 129.5 sq.m existing and 85.8 sq.m proposed (215.3 sq.m)
Building coverage	300 Princess Avenue: 29.1% 306 Princess Avenue: 29.2%
Landscape open space	48%
New use being added to the local community	No

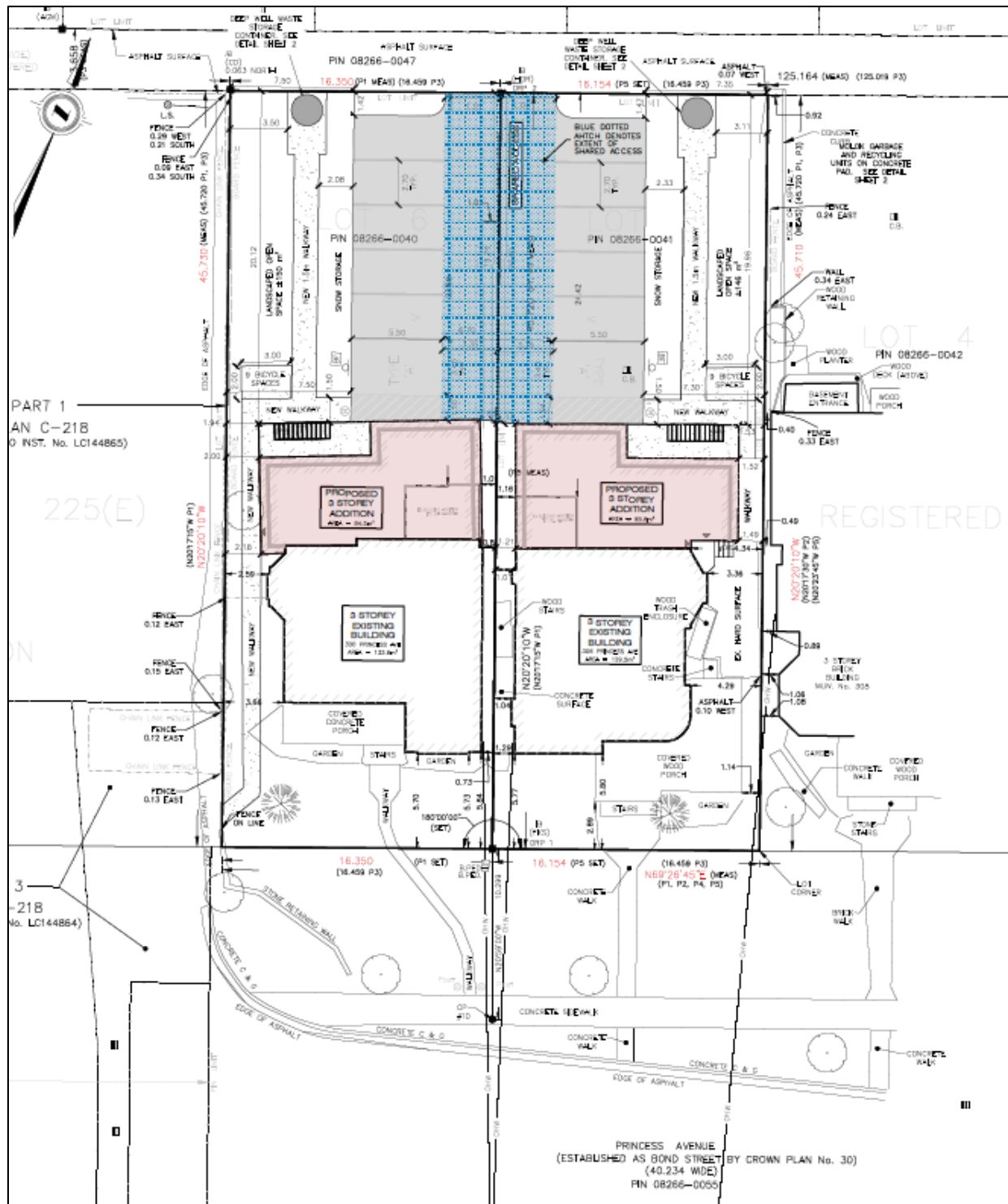
Mobility

Parking spaces	6 surface spaces per lot
Vehicle parking ratio	0.6 spaces per unit
New electric vehicles charging stations	0
Secured bike parking spaces	10
Secured bike parking ratio	1.1 spaces per unit
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	N/A

Environmental Impact

Tree removals	5
Tree plantings	0
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	Yes
Green building features	Unknown

Appendix D – Additional Plans and Drawings



Original Site Concept Plan (December 2023)

Appendix E – Internal and Agency Comments

UTRCA – December 15, 2023

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

London Hydro – December 19, 2023

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Site Plan – January 3, 2024

- Please note that site plan approval is not required for 300 & 306 Princess Avenue as they are separate buildings with less than 10 units in each.
- If the properties merge or the application changes to exceed 10 units in either or both buildings, then site plan approval would be required.

Heritage – January 15, 2024

Heritage is generally supportive of the application, however, I have comments on both the Heritage Impact Assessment and the Stage 1-2 Archaeological Assessment. Please see below.

Heritage Impact Assessment

Heritage staff have reviewed the following Heritage Impact Assessment associated with OZ-9688:

- Stantec, *Heritage Impact Assessment, 300-306 Princess Avenue*, December 12, 2023.

Please be advised, heritage staff recognize and are generally supportive of the research, assessment and recommendations of the Heritage Impact Assessment. Heritage staff have the following comments on the Heritage Impact Assessment application:

- Heritage Alteration Permit (HAP) approval will be required prior to the issuance of a Building Permit. The HAP will include alterations to the exterior of the existing buildings as well as for the final design details of the rear additions.
 - The recommendations of the Heritage Impact Assessment must be submitted as part of the complete application requirements for the Heritage Alteration Permit application including:
 - Demonstration that the rear additions are consistent with the design guidelines included within the *West Woodfield Heritage Conservation District Plan*.
 - Details related to any documentation or salvage, as recommended within the Heritage Impact Assessment.
 - Vibration Monitoring studies as required by the Heritage Impact Assessment.
- Details related to the exterior design, including cladding, windows, roof, and ornamentation will be required for HAP approval.
- The applicant is encouraged to finalize design details in a manner that are distinguishable from, but compatible with the existing dwelling. Architectural ornamentation is encouraged for the rear addition.
- As noted within the Heritage Impact Assessment, fibre-cement board exterior cladding is supported by heritage staff as it is consistent with the policies and guidelines of the *West Woodfield Heritage Conservation District Plan*.

Stage 1-2 Archaeological Assessment

Heritage staff have reviewed the following Archaeological Assessment associated with OZ-9688:

- Lincoln Environmental Consulting Corp., *Stage 1-2 Archaeological Assessment of 300-306 Princess Avenue in Part of Lot 14, Concession 1, Former Township Westminster, Now City of London, Middlesex County, Ontario* (PIF P1289-0450-2023) August 2023.

In order to receive the report as complete however and to clear the property of archaeological potential the City will require submission of the Ministry of Citizenship and Multiculturalism's (MCM) compliance review letter. Until the compliance letter has been received indicating that the MCM has accepted the report into its Register, the h-18 holding provision should be applied to the property.

Urban Design – January 16, 2024

Matters for OPA/ZBA:

- Urban Design has no comments for the proposed Official Plan or Zoning By-law Amendments.

Considerations for Site Design:

- This application would not proceed through the Site Plan Approval process given the current unit count, however, Urban Design recommends the following site design matter be considered:
 - Relocate the proposed garbage storage containers away from the walkways to ensure pedestrians can safely and conveniently access the site from the rear [TLP Policy 266, 268].

Landscape Architecture – January 16, 2024

Development and Planning Landscape Architect has reviewed the Tree Assessment Report prepared by RKLA and has no issues with field methods used or document formatting. No boundary trees or city trees are identified as being impacted by the proposed development.

The report identified the following trees that will require distinctive tree removal permits issued by Forestry, trees@london.ca

- Two onsite trees (tree #s 6 & 7)
- One tree (tree #5) 291 Wolfe Street will require tree removal consent from owner to proceed with removal permit application

The City of London Tree Protection Bylaw protects trees with a diameter of 50+ cm growing on private property. Any person who contravenes any provision of this By-law is guilty of an offence and if convicted under this By-law is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00, where the fine is not a set fine.

Engineering – January 17, 2024

Engineering has no comments to offer related to this rezoning application.

The following items are to be addressed at a future building permit application stage:

Wastewater:

- City Plan No. 1823 shows information as it relates to the sanitary sewer and existing PDC(s). The applicant is expected to field verify the information.
- New PDC(s), appropriately sized will need to be installed to service this development as City records indicate that the current PDCs for the subject lands are undersized to today's Design Standards
- The municipal sanitary sewer to service the site is the 200mm on Princess Ave.

Stormwater:

- The site is tributary to the existing 525mm sewer on Princess Avenue. However, the City cannot confirm a storm pdc exists to service the property. As per the Drainage By-law, the consultant would be required to provide a storm pdc as well as a storm servicing report ensuring existing peak flows from the 2 through 100 year return period storms are reduced/maintained pre to post development with any increase in flow being managed onsite.
- As per the City of London's Design Requirements for Permanent Private Storm Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;

- the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
- the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
- “normal” level water quality is required (70% TSS removal) as per the MECP guidelines and/or as per the EIS field information; and
- shall comply with riparian right (common) law.
- The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- 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.

Water:

- Applicant should confirm if the service currently running to each building is sufficient to accommodate the increased demand and fire flow from the additional units.

Ecology – January 18, 2024

There are currently no ecological planning issues related to this property and/or associated study requirements.

Parks Long Range Planning & Design – January 18, 2024

Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of building permit approval.

Appendix F – Public Engagement

From: Stephanie Bergman

Sent: Thursday, February 1, 2024 4:34 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] Comments from Woodfield Community Association on 300 and 306 Princess Ave

Hi there Catherine,

I'm providing the attached comments on the OPA/ZBA application at 300/306 Princess Ave. The WCA is very supportive of these applications and is looking forward to timely planning and development approvals. The structures have really fallen into disrepair in recent years so we have concerns about these properties falling victim to "demolition by neglect" and think the proposal is a great way to introduce a few units and revitalize these properties.

Apologies, I know we're past the comment date but I'm hoping you can still consider these comments and ensure they are communicated through the staff report coming in March. Thanks.

Stephanie

ATTACHMENT

Catherine Maton
Planner
City of London
cmaton@london.ca

RE: Official Plan and Zoning Bylaw Amendments - 300 and 306 Princess Ave

Dear Ms. Maton:

The Woodfield Community Association (WCA) has reviewed the information available on the OPA and ZBA for 300 and 306 Princess Ave.

The WCA has been particularly interested in the future of these historic structures since they became boarded up in 2023.

These grand homes are stunning examples of the Queen Anne architectural style and exhibit a long list of heritage attributes.

The WCA has significant concerns that these structures could fall victim to 'demolition by neglect', which would be a devastating loss for the entire London community.

We appreciate the applicant's approach to the addition of units to the rear of the property, not to extend beyond the peaks of the original rooflines, and matching the east and west setbacks of the original building.

The WCA feels that these applications represent 'gentle density' and are appropriate given the neighbourhood context.

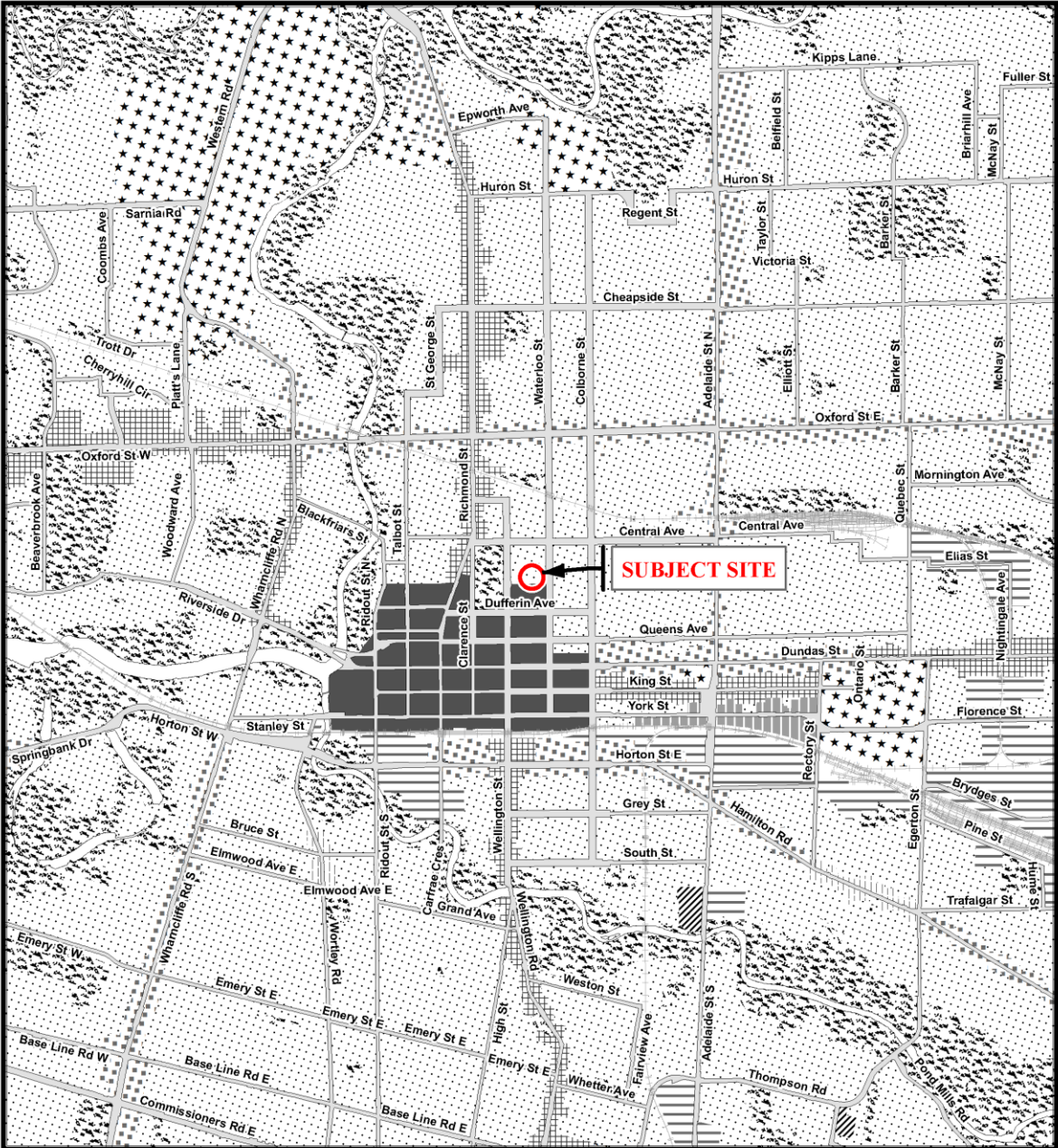
We would like to emphasise the need to protect and enhance the heritage attributes of these significant structures in accordance with the West Woodfield Heritage Conservation District, which we understand will be addressed through subsequent Heritage Alteration Permits.

Thank you for the opportunity to comment on this application.

Yours truly,

Woodfield Community Association Board

Appendix G – Relevant Background



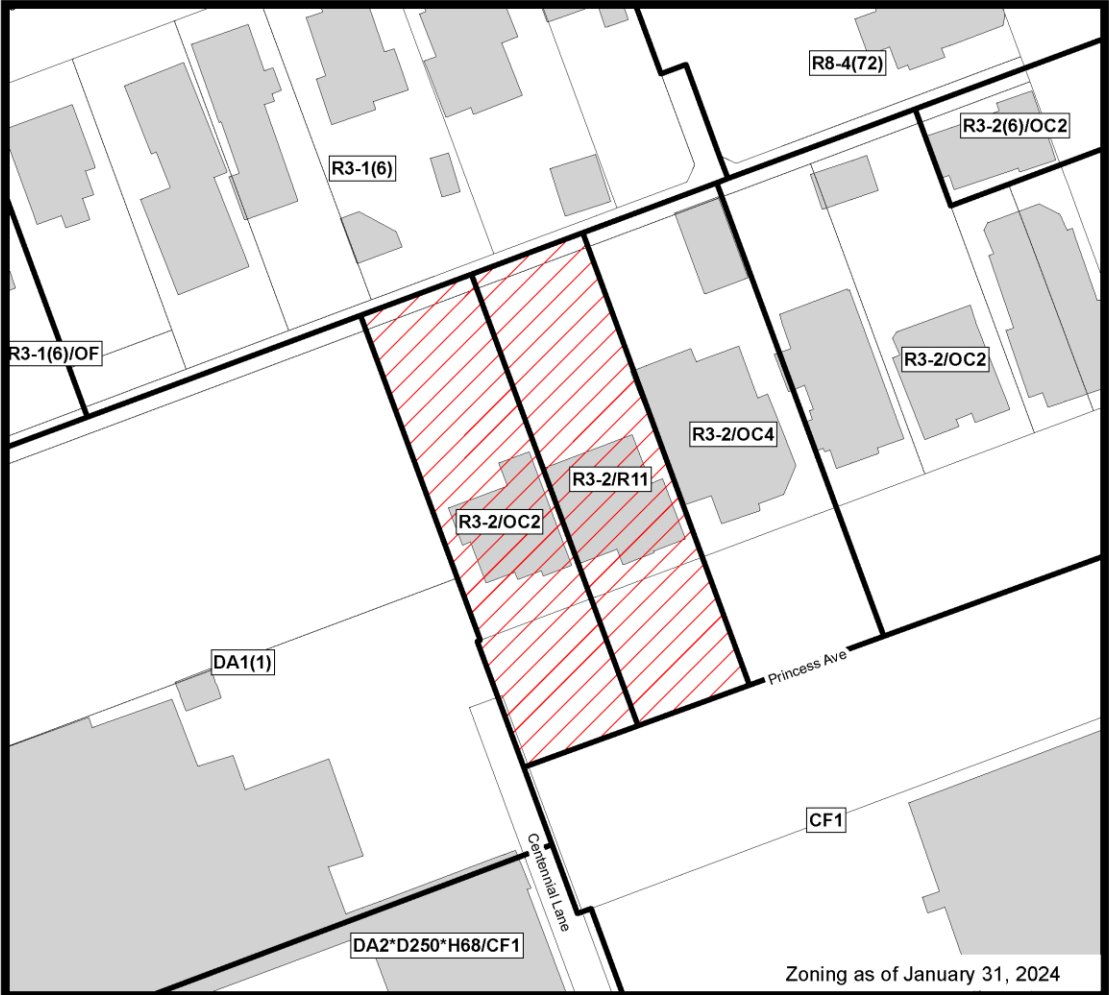
Legend

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

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

<p>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: OZ-9688</p> <p>Planner: CM</p> <p>Technician RC</p> <p>Date: 2024/02/13</p>
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Project Location: E:\Planning\Projects\p_officialplan\work\consolid00\excerpts_LondonPlan\mxds\OZ-9688-Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

- RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING
BY-LAW NO. Z-1
SCHEDULE A



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

FILE NO:
OZ-9688 CM

MAP PREPARED:
2024/02/13 RC

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Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: 731675 Ontario Limited (c/o York Developments)
3010-3050 Yorkville Street
File Number: Z-9692, Ward 9
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 731675 Ontario Limited (c/o York Developments) relating to the property located at 3010-3050 Yorkville Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone **TO** a Residential R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Holding Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (h-_*R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Implementation of the Urban Design Guidelines for 3080 Bostwick Road;
 - ii) Implementation of the recommendations of the Noise Study;
 - iii) Details regarding garbage storage and collection be finalized; and,
 - iv) Consider a design for the forecourt at the principle building entrance that complements the design of the forecourt and playground at the Bostwick Community Centre.
- (c) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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;
- iii) The recommended amendment conforms to the Southwest Area Secondary Plan, including, but not limited to the Bostwick Residential Neighbourhood policies and the Urban Design Guidelines for 3080 Bostwick Road; and
- iv) The recommended amendment facilitates the development of an appropriate form of high density, mixed-use development within 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 R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone to a Residential R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a 12-storey mixed-use apartment building containing **120 residential units** and 162.5 square metres of commercial gross floor area, with a maximum height of 45 metres. A holding provision is recommended to ensure the required security is provided and the existing bonus agreement is updated.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – Public Participation Meeting Report (OZ-8943) – 31675 Ontario Ltd (York Developments Inc) 3080 Bostwick Road (Site 5) – October 9, 2018

PEC Report – Public Participation Meeting Report (OZ-8943) – 31675 Ontario Ltd (York Developments Inc) 3080 Bostwick Road (Site 5) – November 12, 2018

PEC Report – Public Participation Meeting Report (O-9025) – 731675 Ontario Ltd – 3080 Bostwick Road – July 22, 2019

Report to the London Consent Authority (B.034/18) – 3080 Bostwick Road Part 3 (Severance) – May 31, 2019

PEC Report – Holding Provision Removal (H-9046) – 731675 Ontario Ltd (York Developments) 3080 Bostwick Road (Site 5) – January 20, 2020

Report to London Committee of Adjustment – Public Participation Meeting (A.087/19) – 3080 Bostwick Road – September 9, 2019

Report to London Committee of Adjustment – Public Participation Meeting (A.121/19) – 3080 Bostwick Road – November 25, 2019

Report to London Committee of Adjustment – Public Participation Meeting (A.043/23) – 3010-3050 Yorkville Street – May 4, 2023

1.2 Planning History

The subject lands were subject to an Official Plan amendment and Zoning By-law amendment in 2018 (OZ-8943), which applied the current zoning that permits the

existing 17 storey apartment building and the previously proposed 3 storey commercial/office building. The lands were also subject to a subsequent Official Plan Amendment (O-9025) which adopted the Urban Design Guidelines for 3080 Bostwick Road. At the time, the lands formed part of the larger 3080 Bostwick Road site and were later severed as part of Consent application B.034/18. Since that time, the site has been subject to several Minor Variance applications (A.087/19, A.121/19, and A.043/23) to facilitate the existing 17 storey building and previously proposed 3 storey commercial/office building.

1.3 Property Description and Location

The subject lands are located on the southeast intersection of Southdale Road West and Yorkville Street (currently an unassumed private access). The lands are developed with an existing 17 storey apartment building containing 214 units at the rear of the site (Phase 1), as well as 93 surface parking spaces and 269 parking spaces underground (362 spaces total). The front of the site is currently vacant and is proposed be developed as Phase 2.

The subject lands are in the Bostwick Planning District, with the nearest major intersection being Southdale Road West and Wonderland Road South. Shopping and amenities are available along Wonderland Road South, which offers a range of retail and service uses in several existing commercial plazas and power centres. The site is also adjacent to the Bostwick Community Centre.

Site Statistics:

- Current Land Use: Apartment building
- Frontage: 51.34 metres (168.4 feet)
- Depth: 138 metres (453 feet)
- Area: 1.1 hectares (2.7 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Townhouse dwellings and Hydro One utility
- East: Enbridge Gas utility and commercial
- South: Undeveloped
- West: Bostwick Community Centre

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods Place Type on a Civic Boulevard, High Density Residential Overlay
- Existing Special Policies: None
- Existing Secondary Plan Designation: High Density Residential, Bostwick Residential Neighbourhood (Southwest Area Secondary Plan)
- Existing Zoning: Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone

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



Figure 1 – Aerial Photo of 3010-3050 Yorkville Street and surrounding lands



Figure 2 – Streetview of 3010-3050 Yorkville Street (view looking south from Southdale Road West)

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of a 12 storey mixed-use apartment building containing 120 residential units and 162.5 square metres of office/commercial space. The building is proposed at the front of the site at the intersection of Southdale Road West and Yorkville Street. Parking would be provided in both surface and underground parking facilities shared with the existing 17 storey apartment building developed at the rear of the site.

The proposed development includes the following features:

- Land use: High Density Residential
- Form: Apartment building
- Height: 12 storeys (40 m)
- Residential units: 120
- Density: 346 units per hectare
- Building coverage: 28.1%
- Parking spaces: 88 underground / 37 surface (Phase 2 only)
- Bicycle parking spaces: 108 inside / 12 outside
- Landscape open space: 35.7%

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

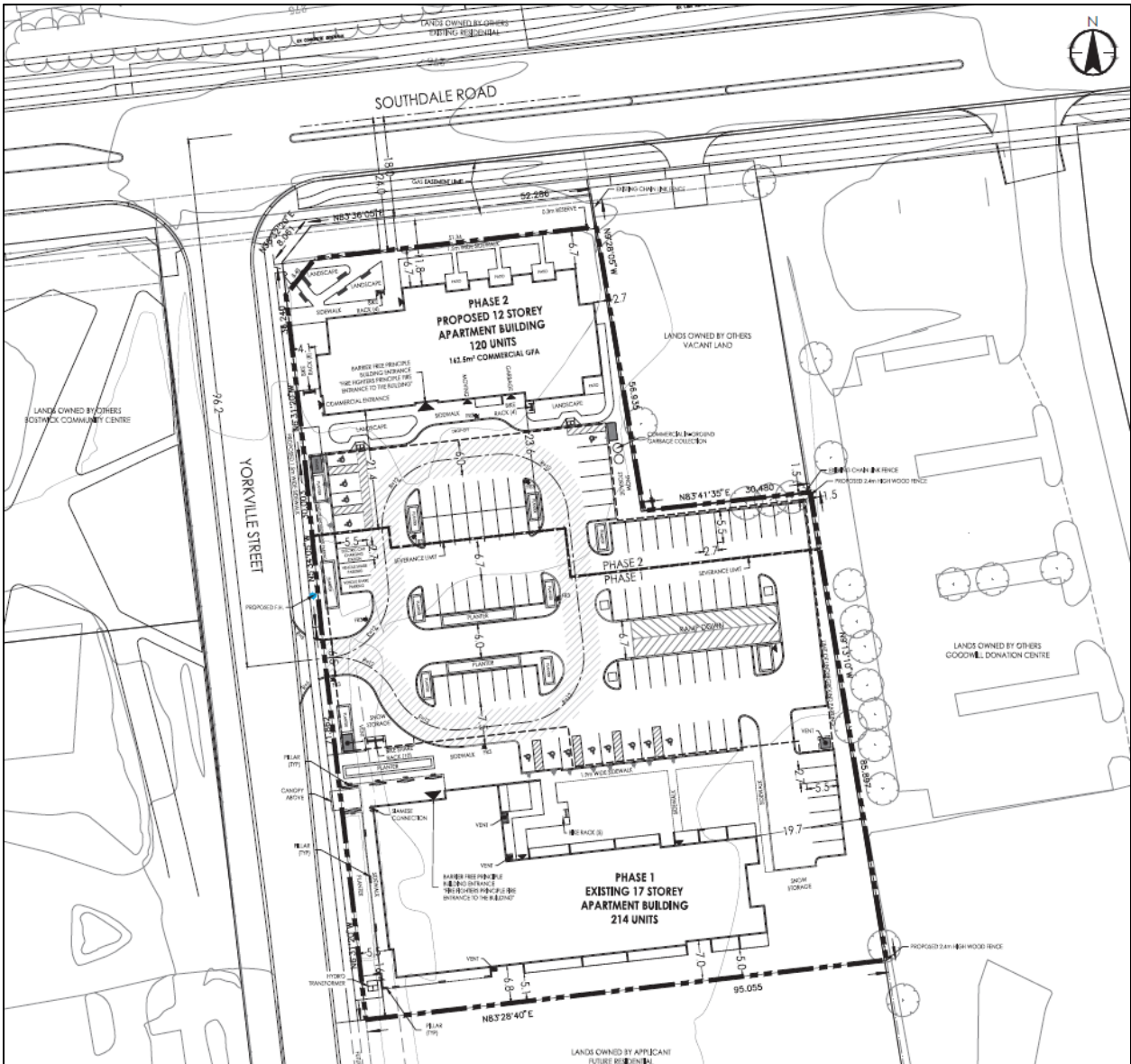


Figure 3 – Conceptual Site Plan (December 2023)



Figure 4 – Renderings (December 2023)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone to a Residential

R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone.

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

Regulation (R9-7(**)) – Existing 17 Storey Apartment Building	Required	Proposed/Recommended
Front Yard Depth (Minimum)	13.0 metres	5.5 metres
Rear Yard Depth (Minimum)	27.6 metres	19.7 metres
Interior Side Yard Depth (Minimum)	27.6 metres	5.0 metres
Density (Maximum)	150 uph	286 uph
Bicycle Parking (Minimum)	193 long-term; 22 short-term	156 long-term; 15 short-term
Canopy Encroachment	0.5 metres	0.0 metres
		Notwithstanding section 4.3.4) to the contrary, the regulations of the R9-7(*) Zone shall prevail.
Regulation (R9-7(**)) – Proposed 12 Storey Mixed-Use Apartment Building	Required	Proposed/Recommended
Additional Permitted Uses	N/A	Mixed-use apartment buildings
Front Yard Depth (Minimum)	11 metres	4.0 metres
Front Yard Depth (Maximum)	N/A	6.0 metres
Exterior Side Yard Depth (Minimum)	13.0 metres	6.0 metres
Exterior Side Yard Depth (Maximum)	N/A	8.0 metres
Stepback above the 4 th storey (Minimum)	N/A	1.5 metres
Rear Yard Depth (Minimum)	18.0 metres	2.5 metres
Density (Maximum)	150 uph	350 uph
Gross Floor Area for all Office Uses (Maximum)	N/A	2,000 square metres
		Notwithstanding section 4.3.4) to the contrary, the regulations of the R9-7(**) Zone shall prevail.
Regulation (CC4(5))	Required	Proposed/Recommended
Additional Permitted Location	Restricted to a Location within an Apartment Building	Within an office building
Regulation (RO2(32))	Required	Proposed/Recommended
Additional Permitted Location	N/A	Within an Apartment Building. For uses located in an Apartment Building, Table 18.3 does not apply
Front Yard Depth (Minimum)	1.2 metres	1.2 metres
Exterior Side Yard Depth (Minimum)	12.9 metres (A.121/19)	12.9 metres
Rear Yard Depth (Minimum)	0.6 metres (A.087/19)	0.6 metres
Height (Maximum)	14 metres (A.087/19)	14 metres

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Servicing

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

2.4 Public Engagement

On January 11, 2024, Notice of Application was sent to 141 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 January 18, 2024. A “Planning Application” sign was also placed on the site.

No responses were received through 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.

The site is in the Neighbourhoods Place Type at the intersection of a Civic Boulevard and a Neighbourhood Street (TLP Maps 1 and 3). The site is also in the High Density Residential Overlay (TLP Map 2).

Southwest Area Secondary Plan (SWAP)

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Zoning By-law amendment is consistent with it. The site is designated High Density Residential in the Bostwick Residential Neighbourhood of SWAP and is subject to the Urban Design Guidelines for 3080 Bostwick Road.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed apartment use is supported by the policies of the Provincial Policy Statement and contemplated in the High Density Residential Overlay in the Neighbourhoods Place Type in The London Plan (TLP 955). Although Table 10 does not contemplate mixed-use buildings at the intersection of a Civic Boulevard and a Neighbourhood Street, where there is a conflict with the policies of The London Plan and an adopted secondary plan, the secondary plan policies will prevail (TLP 1558).

In the SWAP, the High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be mixed-use in nature (SWAP 9.22.i). Permitted uses shall include mid-rise to high-rise apartment buildings, as well as convenience commercial uses and small-scale office development (SWAP 9.2.ii). As such, staff is satisfied the proposed land use is in conformity with the SWAP.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.4), an efficient use of land and a diversified mix of uses (PPS 1.1.3.6).

At the intersection of a Civic Boulevard and a Neighbourhood Street, Table 11 contemplates a standard maximum height of 4 storeys and an upper maximum height of 6 storeys. Further, Table 12 does not contemplate retail, service, and office intensity for sites at the intersection of a Civic Boulevard and a Neighbourhood Street. In the High Density Residential Overlay, development outside of the Primary Transit Area may be permitted up to 12 storeys in height and at a density of 150 units per hectare (TLP 958_2). Where Specific Policies are established for lands within the High Density Residential Overlay, and there is a conflict between those policies and the parent High Density Residential Overlay policies, the Specific Policies shall prevail (TLP 958_6).

Within the Southwest Area Plan the Bostwick Neighbourhood will provide for residential development with the highest intensity of all of the Residential Neighbourhood Areas, to support activities in the Wonderland Boulevard Neighbourhood (9.0.i). In the High Density Residential Designation of the Bostwick Residential Neighbourhood of the SWAP, new development may be permitted to a maximum density of 150 units per hectare and a maximum building height of 12 storeys, subject to further urban design review at the site plan approval stage (SWAP 9.2.iii.a). Notwithstanding Section 9.2 iii) a), higher densities or heights may be permitted through a site-specific zoning bylaw amendment (SWAP 9.2.iii.c). Although the proposed development exceeds 150 units per hectare, through the review of this site-specific zoning by-law amendment, staff have determined that the proposed density is appropriate for the site. The site is large enough to support the proposed density, including providing the required number of parking spaces and the building has been designed in a manner to mitigate impacts on the public realm. The recommended special provisions are largely technical in nature to facilitate a street-oriented built form and to carryover permissions approved through previous planning applications. The site is in proximity to several amenities, including the Bostwick Community Centre, Southwest Optimist Park, and commercial uses.

In accordance with policies 1558 and 958_6 of The London Plan, the more specific policies of the SWAP prevail over those of The London Plan. As such, staff are satisfied the recommended amendment is in conformity with the SWAP and is therefore in conformity with The London Plan.

4.3 Form

The proposed form is consistent with the Neighbourhoods Place Type policies and the City Design Policies. The lands are also subject to the Urban Design Guidelines for 3080 Bostwick Road (SWAP 9.2.iv). The overall goal of the Urban Design Guidelines for 3080 Bostwick Road (the Guidelines) is to establish development that “supports a mix of residential, commercial and office uses, has regard for sustainability principles, is pedestrian-oriented, transit supportive and is accessible to the surrounding community” which is consistent in the delivery of the design objectives.

Section 4.1 of the Guidelines directs buildings to be sited in close proximity to street corridors, where practical, to help enclose the adjacent pedestrian realm and activate the streetscape. Within Site 5, the subject lands, buildings will have a range of heights with low-rise buildings along Southdale Road West and to provide a transition in height, with taller buildings located internal to the site. While the proposed building is not a low rise building, staff are satisfied a transition in height is provided and that the proposed intensity is appropriate and is in conformity with the High Density Residential designation in the Bostwick Residential Neighbourhood of the SWAP.

Further, buildings in Site 5 should be oriented to frame Southdale Road West and Yorkville Street. The proposed building is oriented to the corner, with active frontages along both Southdale Road West and Yorkville Street. Units on the main floor have direct access to Southdale with private patio spaces, while the primary entrance to the commercial units face Yorkville Street. A landscaped forecourt and the principal entrance to the residential lobby are proposed at the corner, consistent with the direction in sections 4.1 and 4.2 of the Guidelines.

In accordance with section 4.2, building facades should be articulated with elements that create rhythm along the streetscape. A contemporary architectural style should be applied to building designs to reflect and integrate with the Master Plan Concept, and to contribute to the pedestrian environment along the streetscapes. Staff is satisfied with the articulation of the building and that the building represents a contemporary architectural design. Building scale and mass should be designed to be compatible with the Bostwick Community Centre and future high density residential development planned for 3080 Bostwick Road. The massing of all proposed buildings should create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space. The proposed building incorporates a 1.5 metre stepback above the fourth storey, which is recommended as an additional special provision to assist in achieving a human-scale design. Further, private patios are proposed for ground floor units facing Southdale.

Consideration should be given to designing high-rise residential towers with defined base, middle, and top elements. The base has been designed with several features differentiating it from the middle and top, including: angled structural supports, a canopy above the principal entrance, units oriented towards the public street, a mix of colours and materials, and a stepback above the fourth storey. This stepback, in combination with articulation, architectural features framing balconies, and a change in colour and material, also distinguishes the middle component of the building. Finally, architectural features such as an articulated roofline, mechanical penthouse, and decorative fin on the corner distinguishes the top from the rest of the building.

Finally, the Guidelines suggest podiums should generally be incorporated into towers and high-rise mixed-use developments and should range from three to six storeys with tower stepbacks of 3.0 metres or greater. A four-storey podium with a 1.5 metre stepback above the fourth storey is proposed, and staff are recommending an additional special provision to ensure this stepback is maintained. While this is less than the

minimum suggested in the Guidelines, staff are of the opinion that the 1.5 metre stepback is appropriate in combination with the other above noted design features.

4.4 Bonus (B-57) Zone

The current zoning of the subject lands contains a Bonus (B-57) Zone, which specifically permitted the existing apartment building and the previously proposed 3 storey building. The City and applicant also executed a Bonus Agreement pursuant to Section 37 of the *Planning Act*, which contains a number of agreed upon terms for facilities, services, and matters in return for the additional height and density proposed at the time. The existing 17 storey building was approved and constructed based on the terms established in this agreement; however, the terms of this agreement have not been fully satisfied to date and the applicant is working with the City to extend the deadlines established through the agreement, accordingly.

Notwithstanding the changes implemented through Bill 23, staff are not agreeable to the removal of the Bonus (B-57) Zone as this could nullify the Bonus Agreement without the applicant’s full satisfaction of the agreed upon terms. Staff consulted with the City’s Legal department regarding the status of the Bonus Agreement as a result of the requested zoning amendment. Upon receiving advice from Legal, it is recommended the Bonus (B-57) Zone be retained to ensure the obligations of the agreement remain and special provisions be added to the requested R9-7 Zones to permit the proposed development. A holding provision is also recommended to ensure the required security is provided and the existing bonus agreement is updated.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone to a Residential R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone.

The recommended action is consistent with the PPS 2020, conforms to the Southwest Area Secondary Plan, and will permit the development of a 12-storey mixed-use apartment building containing 120 residential units and 162.5 square metres of commercial gross floor area within the Built Area Boundary. In addition, the recommendation retains the Bonus (B-57) Zone to implement the agreed upon terms for facilities, services, and matters in return for the additional height and density of the existing development. The recommended holding provision will ensure the required security is provided and the existing bonus agreement is updated.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

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

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

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

Copy:
Britt O’Hagan, Manager, Current Development
Mike Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 3010-
3050 Yorkville Street

WHEREAS this amendment to the Zoning By-law Z.-1 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 3010-3050 Yorkville Street, as shown on the attached map comprising part of Key Map No. A111, **FROM** a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone, **TO** a Residential R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Holding Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (h-_*R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone.

2. Section Number 3.8 2) of the Holding “h” Zone is amended by adding the following Holding Provision:

h-(_) Purpose: To ensure the implementation of the Bonus (B-57) Zone, the “h-
_” symbol shall not be deleted until the required security has been provided and the existing bonus agreement has been updated, to the satisfaction of the City.

Permitted Interim Uses: Existing uses

3. Section Number 13.4.g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7(*) 3050 Yorkville

a. Regulations

1. Front Yard Depth (Minimum) – 3.0 metres
2. Rear Yard Depth (Minimum) – 19.7 metres
3. Interior Side Yard Depth (Minimum) – 5.0 metres
4. Canopy Encroachment (Maximum) – 0.0 metres
5. Density (Maximum) – 286 units per hectare
6. Long-Term Bicycle Parking (Minimum) – 156 spaces
7. Short-Term Bicycle Parking (Minimum) – 15 spaces
8. To the extent that any of the performance standards of B-57 Zone conflict with R9-7(*) Zone, the R9-7(*) Zone regulations shall prevail. The provisions of B-57 Zone are otherwise unaffected and remain in-force

4. Section Number 13.4.g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7(**) 3010 Yorkville

a. Additional Permitted Uses

1. Mixed-Use Apartment Building
2. Uses permitted under the Restricted Office (RO2) Zone Variation

b. Regulations

1. Front Yard Depth (Minimum) – 4.0 metres
 2. Front Yard Depth (Maximum) – 6.0 metres
 3. Exterior Side Yard Depth (Minimum) – 6.0 metres
 4. Exterior Side Yard Depth (Maximum) – 8.0 metres
 5. Stepback Above the 4th Storey along Southdale Road West (Minimum) – 1.5 metres
 6. Rear Yard Depth (Minimum) – 2.5 metres
 7. Density (Maximum) – 350 units per hectare
 8. Gross Floor Area for All Office Uses (Maximum) – 2,000.0 square metres
 9. To the extent that any of the performance standards of B-57 Zone conflict with R9-7(**) Zone, the R9-7(**) Zone regulations shall prevail. The provisions of B-57 Zone are otherwise unaffected and remain in-force
4. Section Number 29.4.e) of the Convenience Commercial (CC4) Zone is amended by deleting and replacing the following Special Provisions:
- CC4(5) 3010 Yorkville Street
- a. Additional Permitted Uses:
 1. Uses permitted under the Convenience Commercial (CC6) Zone Variation
 - b. Regulations:
 1. Additional Permitted Location – Within an office building
 2. Gross Floor Area of Convenience Commercial Uses (Maximum) – 1,000.0 square metres
5. Section Number 18.4.c) of the Restricted Office (RO2) Zone is amended by deleting and replacing the following Special Provisions:
- RO2(32) 3010 Yorkville Street
- a. Regulations:
 1. Front Yard Depth (Minimum) – 1.2 metres
 2. Exterior Side Yard Depth (Minimum) – 12.9 metres
 3. Rear Yard Depth (Minimum) – 0.6 metres
 4. Height (Maximum) – 14.0 metres
 6. 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.

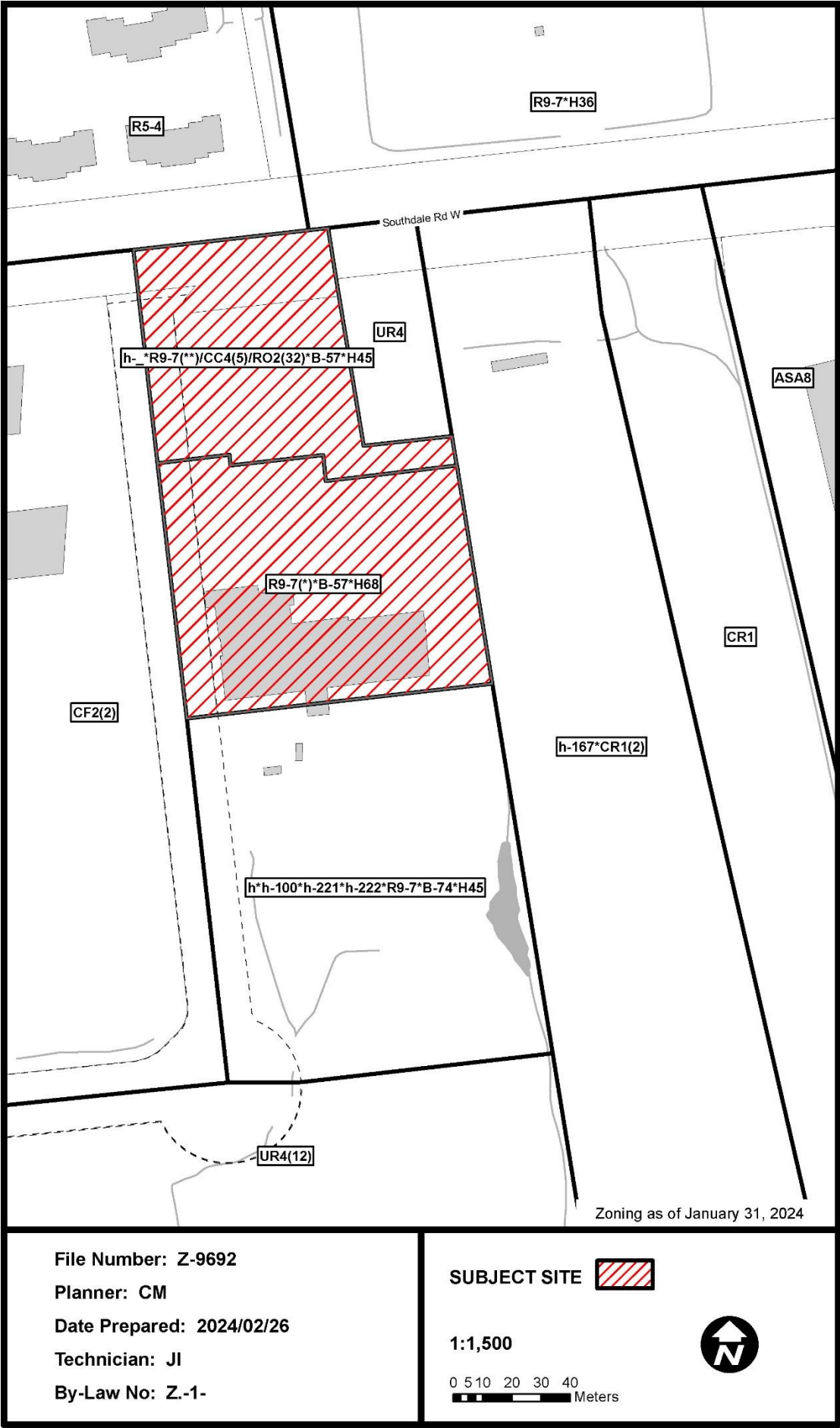
PASSED in Open Council on April 2, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Appendix B – Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Apartment Building
Frontage	51.34 metres (168.4 feet)
Depth	138 metres (453 feet)
Area	1.1 hectares (2.7 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Townhouse dwellings and Hydro One utility
East	Enbridge Gas utility and commercial
South	Undeveloped
West	Bostwick Community Centre

Proximity to Nearest Amenities

Major Intersection	Southdale Road West and Wonderland Road South, 415 metres
Dedicated cycling infrastructure	Southdale Road West, 0 metres
London Transit stop	Southdale Road West, 120 metres
Public open space	Southwest Optimist Park, 1.1 km
Commercial area/use	Southdale Road West and Wonderland Road South, 415 metres
Food store	Loblaws, 900 metres
Community/recreation amenity	Bostwick Community Centre

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, Civic Boulevard
Current Special Policies	HDR Overlay (Map 2) SWAP – Bostwick Residential Neighbourhood (High Density Residential)
Current Zoning	Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)*B-57*H40) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R9 Special Provision Bonus (R9-7(*)*B-57*H68) Zone and a Residential R9 Special Provision/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7(**)/CC4(5)/RO2(32)*B-57*H45) Zone

Requested Special Provisions

Regulation (R9-7(*)) – Existing 17 Storey Apartment Building	Required	Proposed/Recommended
Front Yard Depth (Minimum)	13.0 metres	5.5 metres

Regulation (R9-7(**)) – Existing 17 Storey Apartment Building	Required	Proposed/Recommended
Rear Yard Depth (Minimum)	27.6 metres	19.7 metres
Interior Side Yard Depth (Minimum)	27.6 metres	5.0 metres
Density (Maximum)	150 uph	286 uph
Bicycle Parking (Minimum)	193 long-term; 22 short-term	156 long-term; 15 short-term
Canopy Encroachment	0.5 metres	0.0 metres
		Notwithstanding section 4.3.4) to the contrary, the regulations of the R9-7(*) Zone shall prevail.
Regulation (R9-7(**)) – Proposed 12 Storey Mixed-Use Apartment Building	Required	Proposed/Recommended
Additional Permitted Uses	N/A	Mixed-use apartment buildings
Front Yard Depth (Minimum)	11 metres	4.0 metres
Front Yard Depth (Maximum)	N/A	6.0 metres
Exterior Side Yard Depth (Minimum)	13.0 metres	6.0 metres
Exterior Side Yard Depth (Maximum)	N/A	8.0 metres
Stepback above the 4 th storey (Minimum)	N/A	1.5 metres
Rear Yard Depth (Minimum)	18.0 metres	2.5 metres
Density (Maximum)	150 uph	350 uph
Gross Floor Area for all Office Uses (Maximum)	N/A	2,000 square metres
		Notwithstanding section 4.3.4) to the contrary, the regulations of the R9-7(**) Zone shall prevail.
Regulation (CC4(5))	Required	Proposed/Recommended
Additional Permitted Location	Restricted to a Location within an Apartment Building	Within an office building
Regulation (RO2(32))	Required	Proposed/Recommended
Additional Permitted Location	N/A	Within an Apartment Building. For uses located in an Apartment Building, Table 18.3 does not apply
Front Yard Depth (Minimum)	1.2 metres	1.2 metres
Exterior Side Yard Depth (Minimum)	12.9 metres (A.121/19)	12.9 metres
Rear Yard Depth (Minimum)	0.6 metres (A.087/19)	0.6 metres
Height (Maximum)	14 metres (A.087/19)	14 metres

C. Development Proposal Summary

Development Overview

The proposed development consists of a 12 storey mixed-use apartment building containing 120 residential units and 162.5 square metres of office/commercial space. The building is proposed at the front of the site at the intersection of Southdale Road West and Yorkville Street. Parking would be provided in both surface and

underground parking facilities shared with the existing 17 storey apartment building developed at the rear of the site.

Proposal Statistics

Land use	High Density Residential
Form	Mixed-Use Apartment Building
Height	12 Storeys (45 metres)
Residential units	120
Density	346 Units per hectare
Building coverage	28.1%
Landscape open space	35.7%
New use being added to the local community	No

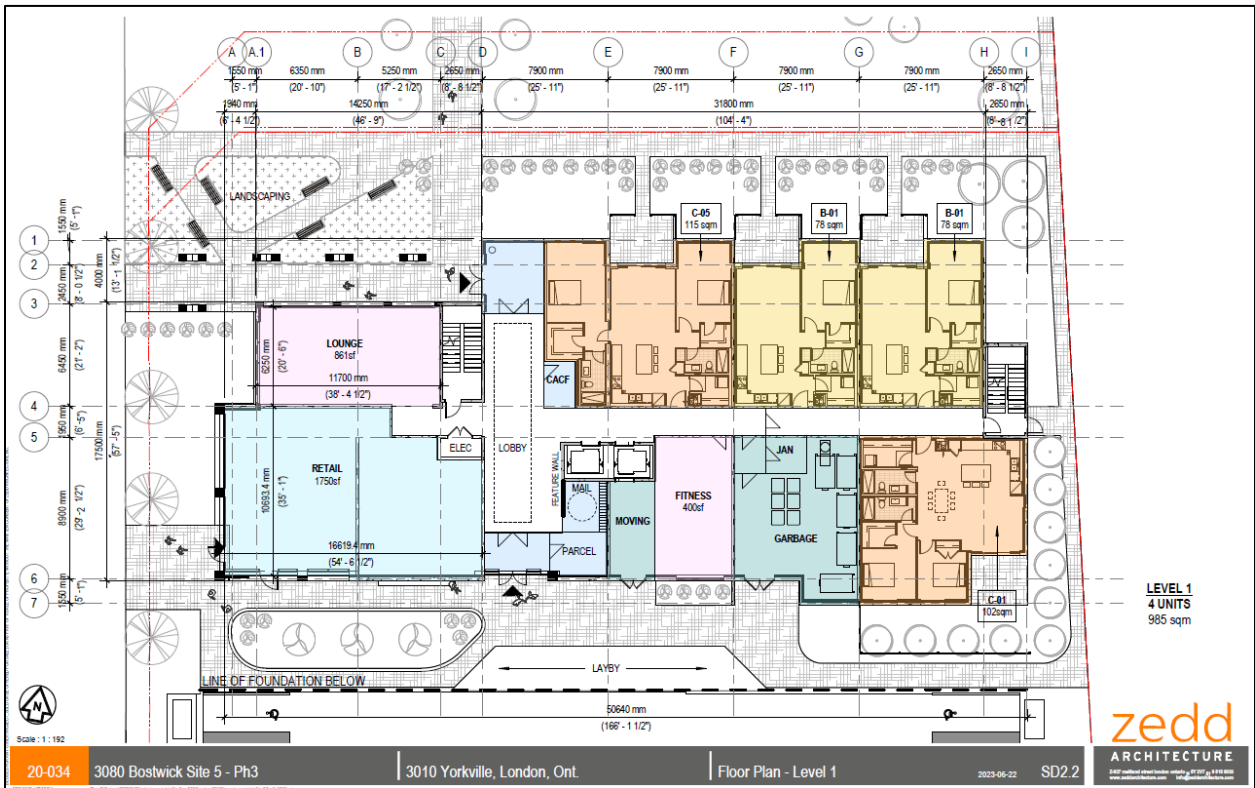
Mobility

Parking spaces	88 underground, 37 surface
Vehicle parking ratio	1.04 spaces per unit
Secured bike parking spaces	108
Secured bike parking ratio	0.9 spaces per unit
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	N/A

Environment

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

Appendix C – Additional Plans and Drawings



Ground Floor Plan



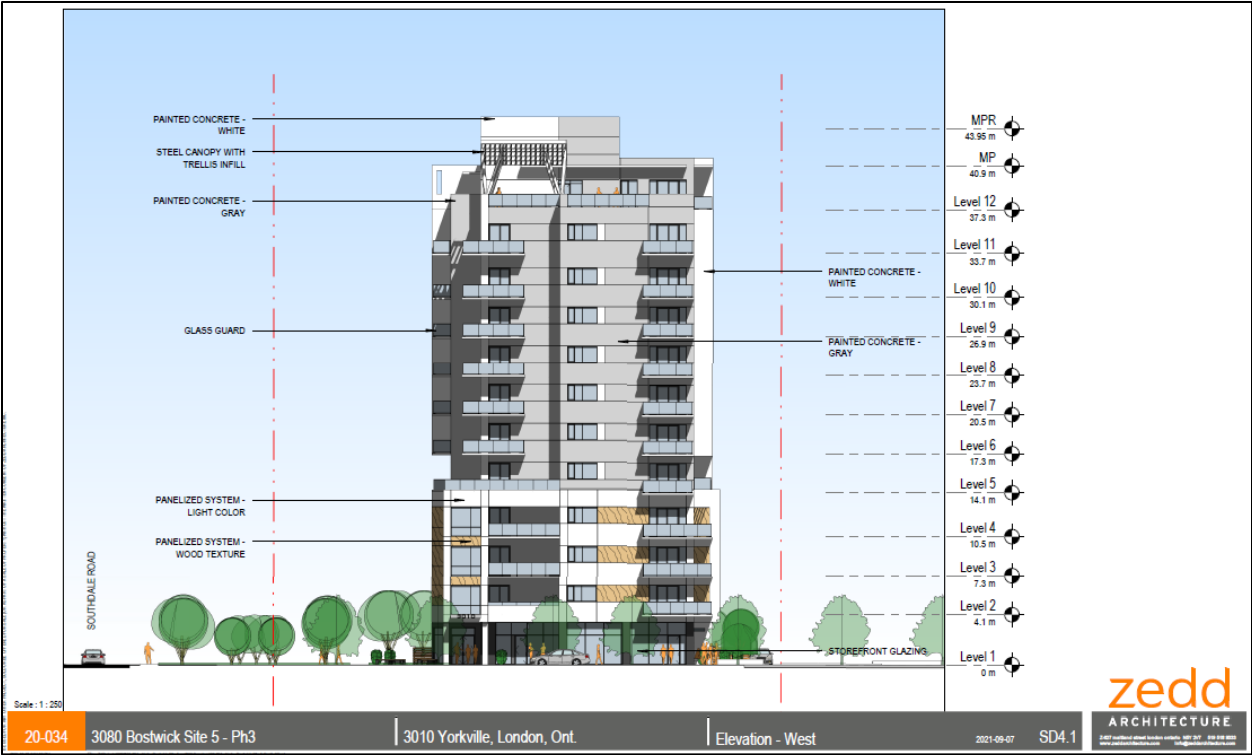
Perspective Image – Southeast Aerial View from Southdale Road West



Isometric Images



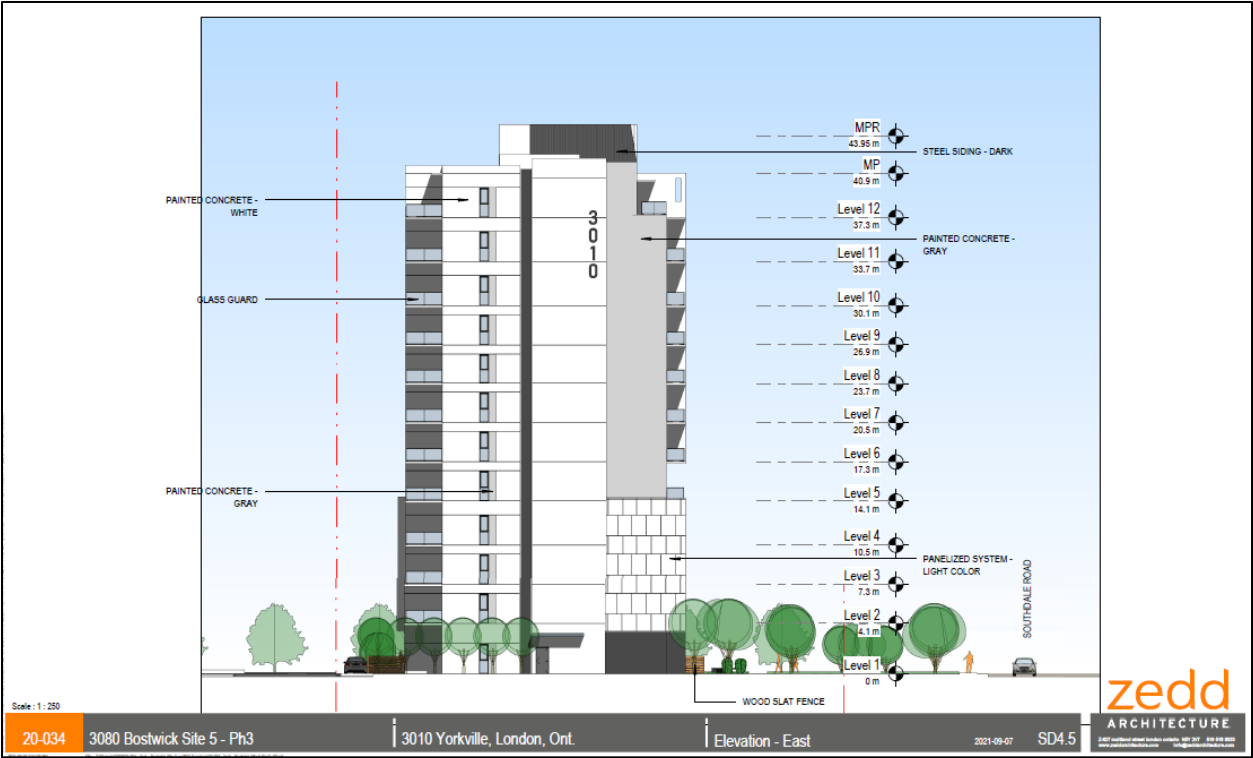
North Elevation



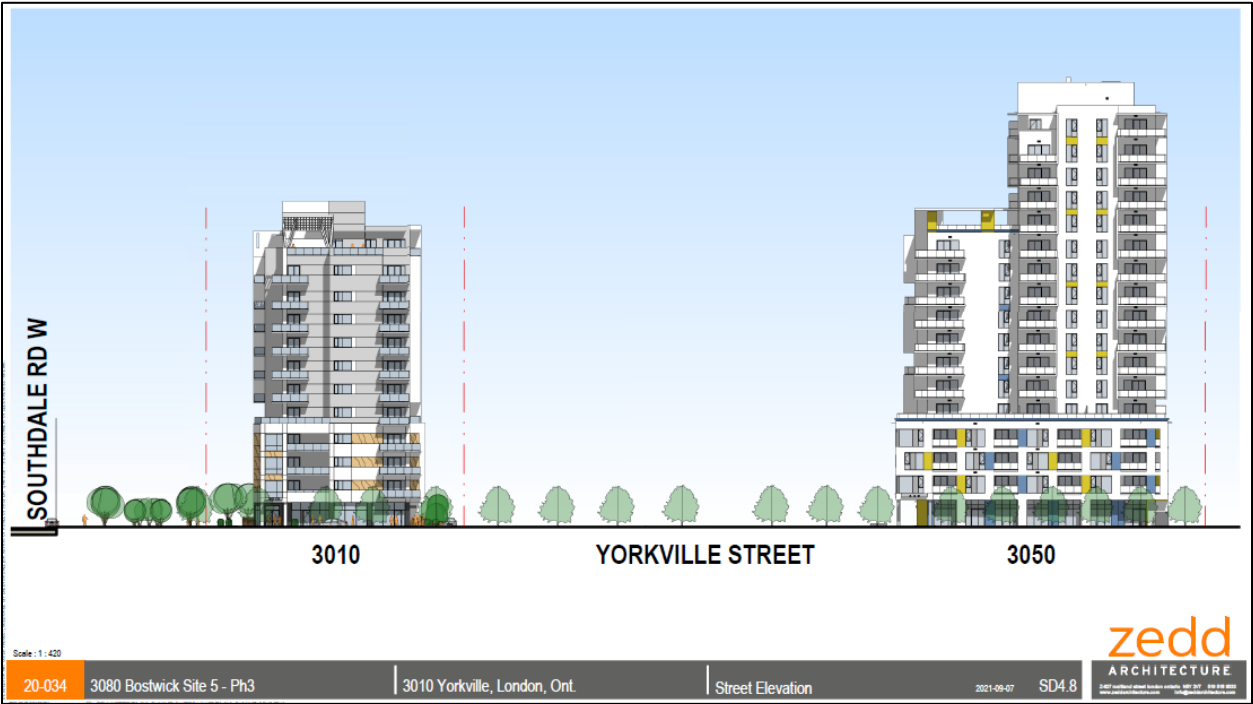
West Elevation



South Elevation



East Elevation



West Elevation of Existing and Proposed Buildings



Shadow Study Images – March



Shadow Study Images – March



Shadow Study Images – December

Appendix D – Internal and Agency Comments

Parks Planning and Open Space Design – January 15, 2024

Major Issues

None.

Matters for OPA/ZBA

None.

Matters for Site Plan

Parkland dedication will be required in the form of cash in lieu for the additional 12 storey apartment building, pursuant to By-law CP-25 and will be finalized through the site plan approval process.

London Hydro – January 17, 2024

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 – January 26, 2024

No objections.

Urban Design – January 29, 2024

Matters for ZBA:

- Urban Design is generally supportive of the proposed development and commend the applicant for providing a design that incorporates a mixed-use form with active uses at street-level, for including individual unit entrances along Southdale Road W, and for providing the principal building entrance at the corner of Yorkville Street and Southdale Road W. We encourage the applicant to continue to incorporate these design features as this proposal moves through the development process.
- This site is located within the Urban Corridor Place Type in The London Plan [TLP], the Southwest Area Secondary Plan [SWASP] as well as the 3080 Bostwick Urban Design Guidelines Area [BUDG].
- Urban Design recommends the following Special Provisions be incorporated into the proposed R9-7() Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - Maximum height;
 - Minimum and maximum front and exterior side yard setbacks to ensure the proposed building is located close to both public streets [TLP Policy 259];
 - Minimum step-back above the 4th storey along Southdale Road W [TLP Policy 286, BUDG Section 4.2].

Matters for Site Plan:

- Provide individual entrances to ground floor units on the street facing elevations and design amenity spaces as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape and to foster passive surveillance into the public realm [TLP 291]:
 - Provide lockable ‘front-door’ style entrances to these units as opposed to sliding patio doors to distinguish these as unit entrances;
 - Design residential ground floor units to be raised slightly (a maximum of 3 to 5 steps) to avoid headlight glare and provide privacy for residents;
- Ensure rooftop mechanical and utility equipment is screened and/or incorporated into the overall building design [TLP Policy 296].

Landscape Architecture – January 29, 2024

The Planning and Design Report documents approved minor variances approved in 2019 that allows for reduced setbacks from interior lot lines. I generally don’t support reduced interior yard setbacks, but not much to say now 4 years later. So no comments to provide.

Site Plan – February 5, 2024

Major Issues

None.

Matters for OPA/ZBA

- Consider adjusting the proposed severance boundary to avoid bisecting two landscape islands and seven parking spaces.
- Special provisions based on the initial requested amendment would be required for the following:
 - Yorkville Street is currently unassumed and the frontage should be set at the time of zoning.
 - Convenience commercial buildings are only permitted within RO zoned buildings and not apartment buildings
 - A reduced front yard
 - A reduced interior side yard
 - The total number of units
 - Increased density
 - Regulations within the B-57 zone (setbacks, parking, etc).

Matters for Site Plan

- A site plan application SPA24-002 has been received and all site plan matters will be addressed through the application.
- The bonusing agreement for B-57 has outstanding items that were not completed by the deadline. An amendment to the bonus agreement and/or timeframe is under consideration.

Engineering – February 13, 2024

Re-zoning Application Comments

Planning & Development

- As per the attached commentary, it has been noted that the subject lands are a part of the Bostwick subdivision which currently does not have an accepted sanitary servicing strategy nor an approved outlet. An h-213 holding provision will be a requirement of zoning approval.
- Engineering has no further comments regarding this application.

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

Wastewater:

- It should be noted that the subdivision drawings (39T-18502) have not been accepted to date, and therefore populations and block densities are not approved. SED is not amicable to the last set of drawings received in the detailed design submission.
- SED will review the next detailed design submission as part of Bostwick Subdivision to ensure that Block 5 populations are reflective of the proposed application and existing building, and will not accept more than 19L/s to the Farnham outlet from the Subdivision and lands external to the subdivisions in all scenarios.

Water:

- Water is available for the subject site via the municipal 250mm high-level watermain on Yorkville Street.
- With the increased number of units being over 300 for both the existing building and the proposed building water looping for the municipal watermain will now be required.

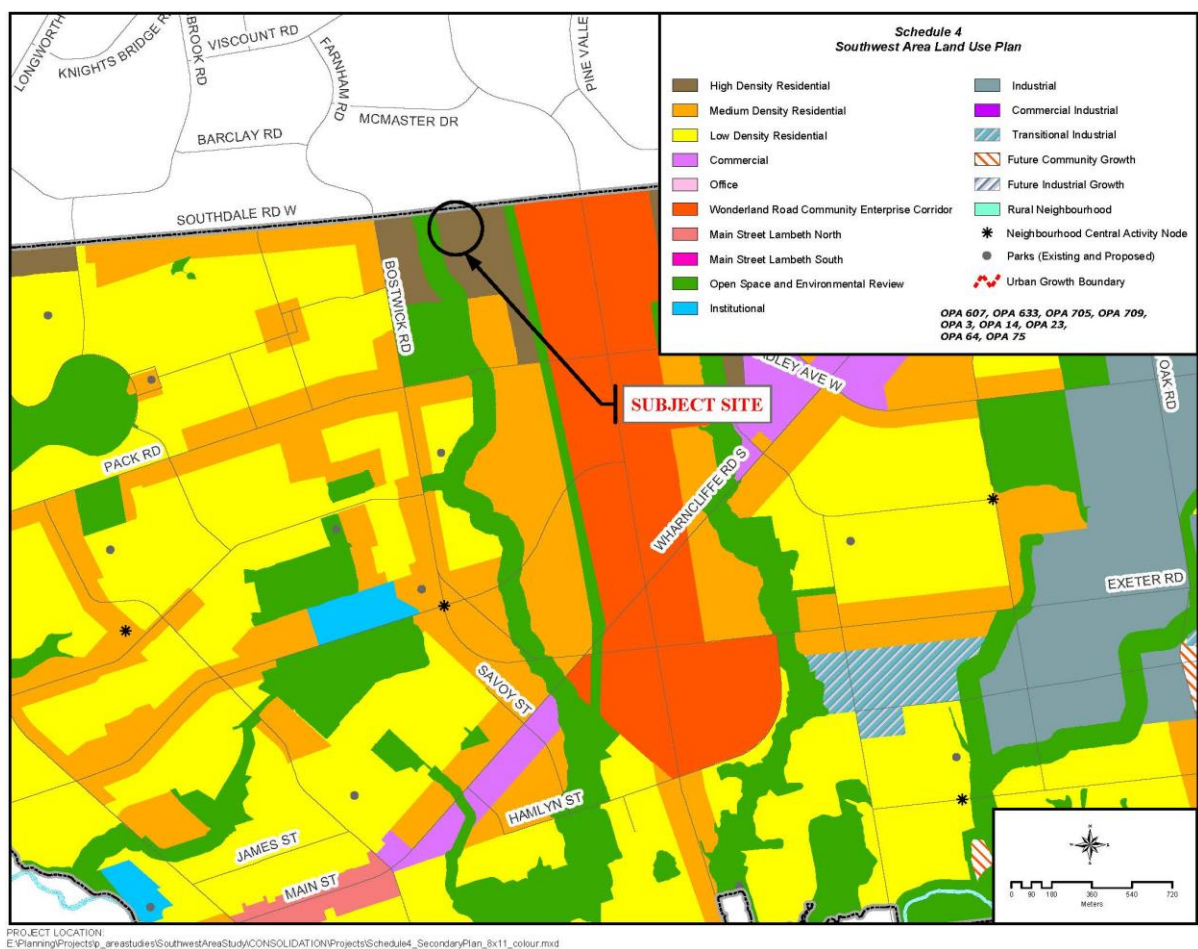
Stormwater:

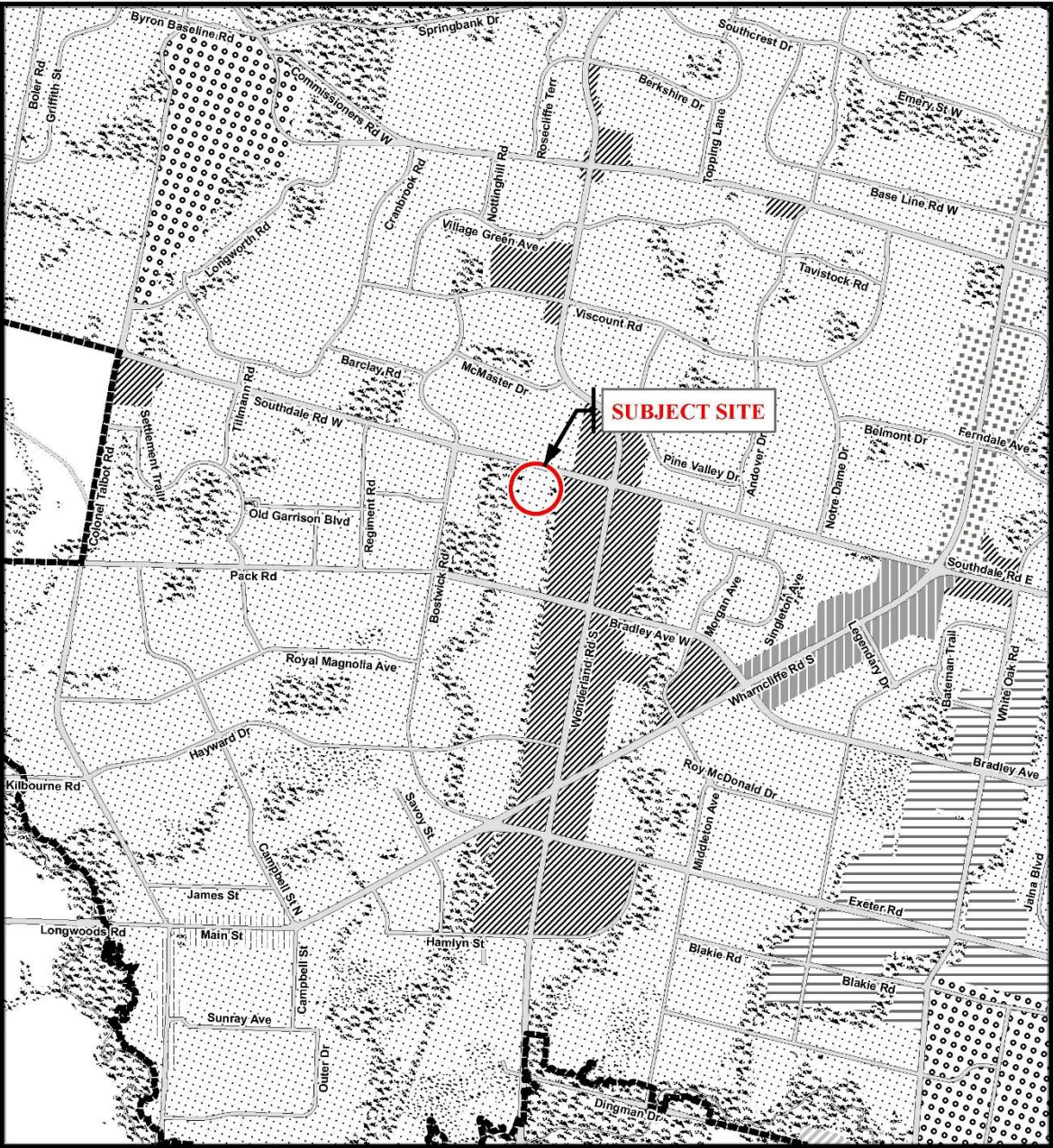
- All necessary SWM servicing and drainage requirements/controls for this site were provided as part of the proposal within SPA19-036, which included servicing for the north portion of the site provided by bioswales underground storage cells. These features also served to achieve the water balance target imposed by the Dingman Creek EA (25mm) for the site. The proposed

development as part of this pre-application consultation appears to deviate from the accepted stormwater servicing strategy of SPA19-036. As part of a complete submission, the Owner's consultant is to provide confirmation that attenuation and/or detention storage can feasibly be provided and located to control runoff of all storm events to the allowable discharge rate for the site, as originally proposed. The consultant is also requested to update the volume of rainfall expected to infiltrate for the new stormwater servicing proposal, noting the target of 25mm.

- The proposed land use of medium/high density residential, commercial (mixed use) will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per attached drawing 28049 and 28055, the site runoff coefficient of $C=0.65$ is tributary to the existing 675mm storm sewer on Yorkville Street. For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- 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.
- A major oil and gas pipeline runs along Southdale Road W. Any work within the setback limits may require approval/permission from Union Gas.
- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, 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 shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Appendix E – Relevant Background





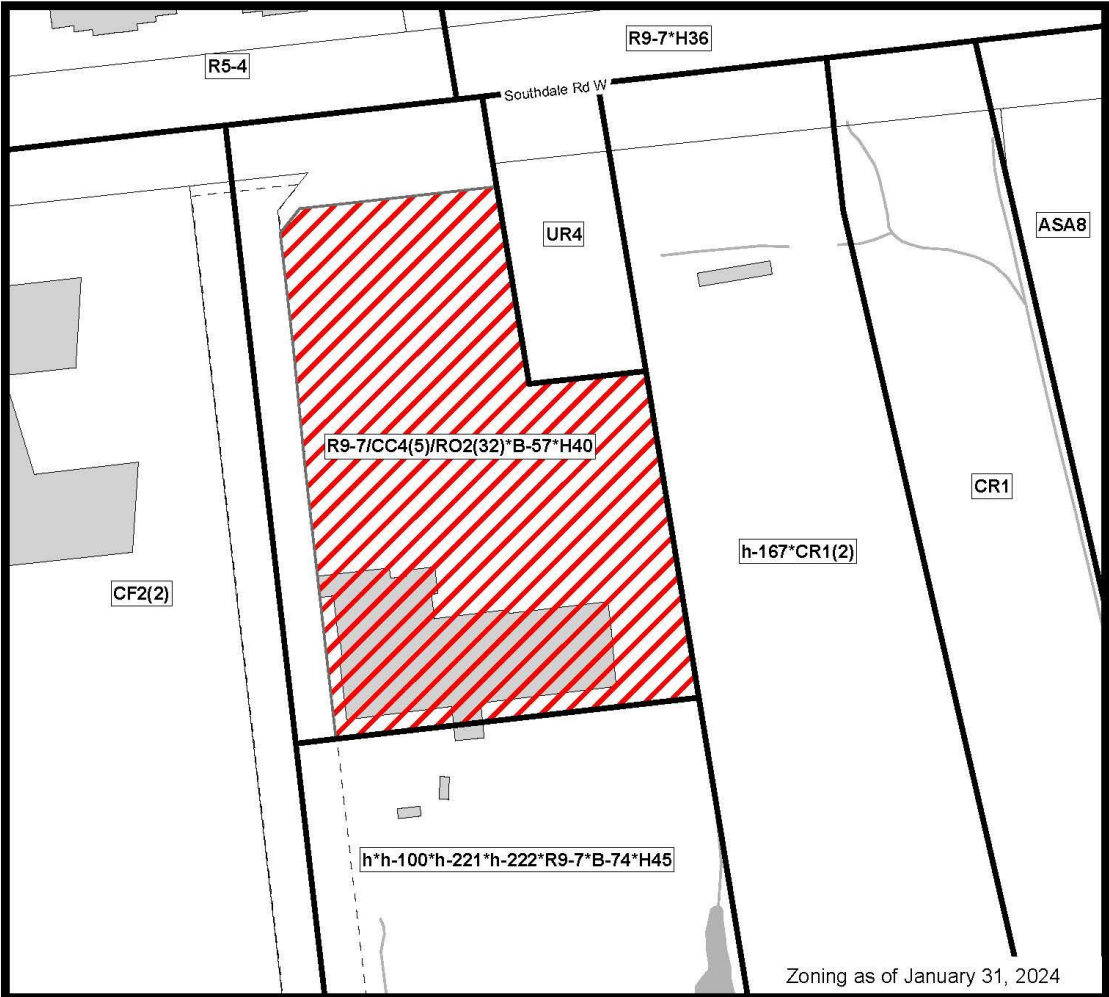
Legend

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.

<div><p>CITY OF LONDON</p><p>Official Plan</p><p>LONDON PLAN MAP 1</p><p>- PLACE TYPES -</p><p><small>PREPARED BY: Planning & Development</small></p></div>	<div></div> <div><p>Scale 1:30,000</p></div>	<div><p>File Number: Z-9692</p><p>Planner: CM</p><p>Technician JI</p><p>Date: 2024/02/20</p></div>
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Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9692_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R9-7/CC4(5)/RO2(32)*B-57*H40

1) LEGEND FOR ZONING BY-LAW Z-1

- R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE
- DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
- OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

- RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE
- OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW
- OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE
- AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION
- "h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING
BY-LAW NO. Z-1
SCHEDULE A



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

FILE NO:
Z-9692 CM

MAP PREPARED:
2024/02/20 JI

1:1,500
0 5 10 20 30 40
Meters

From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

900 Jalna Blvd, 3010 Yorkville St., 460 Asher Cres, 615 Superior Dr.

New developments should make allowances for at least 55% reserved areas of vegetation, exclusive of all areas of pavement and infrastructure. These areas should aim at creating significant natural environments and include tree plantings. These four developments should be required to conform that model.

Angus Johnson, Greenspace Alliance

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: Drewlo Holdings Inc.
460 Asher Crescent (Block 231, 33M-826)
City File: Z-9701, Ward 14
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Drewlo Holdings Inc. relating to the property located at 460 Asher Crescent, known legally as Block 231, 33M-826:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 2, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone **TO** a Residential R6 Special Provision (R6-5 (_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i. Locate and design the apartment and townhouse buildings to provide street-oriented development along Commissioners Road East, Jackson Road, Reardon Boulevard, and Asher Crescent.
 - ii. Locate apartment building 'B' closer to Jackson Road to provide more landscaped open space between the apartment buildings 'A' and 'B'.
 - iii. Realign townhouse Blocks D, E, F, G, H & I to run north-south with townhouse buildings oriented to Jackson Road and an internal grid network of private drives.
 - iv. Provide pedestrian connectivity between the townhouse and apartment portions of the proposed development and to the public streets, including Commissioners Road East.
 - v. Provide adequate landscaped open space and outdoor amenity areas to serve the needs of the residents of the proposed development.
 - vi. Provide enhanced design of side elevations of apartment and townhouse buildings that face municipal streets.
 - vii. Provide enhanced tree planting.

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 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 contributes to the 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 Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone to a Residential R6 Special Provision (R6-5(_)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit two six-storey apartment buildings containing 62 units each; a five-storey apartment building containing 52 units; eight three-storey back-to-back townhouse buildings containing 60 units; and two three-storey townhouse buildings with 12 units. In total, the development is proposed to have **248 residential dwelling units** and an overall density of 80.7 units per hectare.

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 ensuring London's growth and development is well-planned and considers use, intensity, and form.
3. **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 lands, municipally known as 460 Asher Crescent and 1030 Reardon Boulevard (Block 62, Registered Plan 33M-826), are located in the Jackson Planning District on the south side of Commissioners Road East and east side of Jackson Road.

1.2 Site Statistics

- Current Land Use – vacant
- Frontage – approximately 153 metres (Commissioners Rd. E.), 208 metres (Jackson Rd.), 120 metres (Reardon Blvd.), and 230 metres (Asher Cr.)
- Area – 3.075 hectares (7.6 acres)
- Shape – Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

1.3 Surrounding Land Uses

- North – Environmentally Significant Area, Meadowlily Woods; Future High Density Residential
- East – Low and Medium Density Residential
- South – Low and Medium Density Residential
- West – Low Density Residential

1.4 Existing Planning Information

- The London Plan Place Type – Neighbourhoods fronting two Civic Boulevards.

- Existing Zoning – Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone

Additional site information and context is provided in Appendix B.



Figure 1. Aerial Photo of 460 Asher Crescent (Block 231, Plan 33M-826, Parker Jackson Subdivision) and surrounding lands.



Figure 2. Streetview of 460 Asher Crescent (view from Intersection of Commissioners Road East & Jackson Road).

2.0 Discussion and Considerations

2.1 Development Proposal

On December 21, 2023, the City received an application for a zoning by-law amendment to permit the development of the lands for medium density residential uses. The application was deemed incomplete by the City and a revised application was received on January 21, 2024. The revised application was accepted as a complete

zoning by-law amendment application and circulated to the commenting departments, agencies and the public on January 24, 2024.

The development proposal is comprised of two six-storey apartment buildings containing 62 units each; a five-storey apartment building containing 52 units; eight three-storey back-to-back townhouse buildings containing a total of 60 units; and two three-storey townhouse buildings with a total of 12 units. In total, the development is proposed to have 248 residential dwelling units and an overall density of 80.7 units per hectare. The two six-storey apartment buildings are proposed to be located along the Commissioner Road East frontage and the five-storey apartment along the northern portion of the Jackson Road frontage. Two of the three-storey back-to-back townhouse buildings are located along the southern portion of the Asher Crescent frontage, and the two three-storey townhouse buildings are located along Reardon Boulevard. Three rows of the three-storey back-to-back townhouses are proposed across the remainder of the southern half of the subject lands.

Vehicular access to the apartment buildings is provided via two driveways from Asher Crescent. The required vehicular parking for the apartment buildings is provided through a large surface parking lot south of the buildings along Commissioners Road East and east of the building along Jackson Road. A total of 222 parking spaces are provided for the apartment buildings, based on the applicant's market rate of approximately 1.26 spaces for each unit. Landscaped open space grass areas are provided between the two buildings adjacent to Commissioners Road East and a narrow strip between the parking lot and Asher Crescent.

An additional vehicular access to the townhouse portion of the site is provided via a right-in-right-out access from Reardon Boulevard and a driveway up the eastern portion of the site which connects with the apartments to the north. Several dead-end driveways are proposed to provide access to the rows of townhouses on the western half of the subject lands. The required vehicular parking for the townhouse dwellings is provided through a combination of integrated/attached garages and driveways, targeting the anticipated market rate of approximately 2 spaces for each unit. 10 visitor parking spaces are also provided including 4 barrier free spaces. Landscaped open space is provided at intersection of Asher Crescent and Reardon Boulevard with grass and a sidewalk providing pedestrian access into the site.

The application included a conceptual site plan, shown below as Figure 3. Building renderings and elevations are shown in Figures 4-6 below.

The proposed development includes the following features:

- Land use: residential
- Form: cluster apartment buildings and townhouses
- Height: five and six-storey apartment buildings, and three-storeys townhouse buildings
- Residential units: 248 units
- Density: 80.7 uph
- Building coverage: 25.71%
- Landscape open space: 26.82%
- Parking spaces:
 - Apartments (176 units): 204 residential stalls; 18 visitor stalls
 - Townhouses (72 units): 142 residential stalls; 10 visitor stalls

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





Figure 4. Rendering of the Six-Storey Apartment Buildings



Figure 5. Elevation of the three-storey townhouses facing Reardon Boulevard

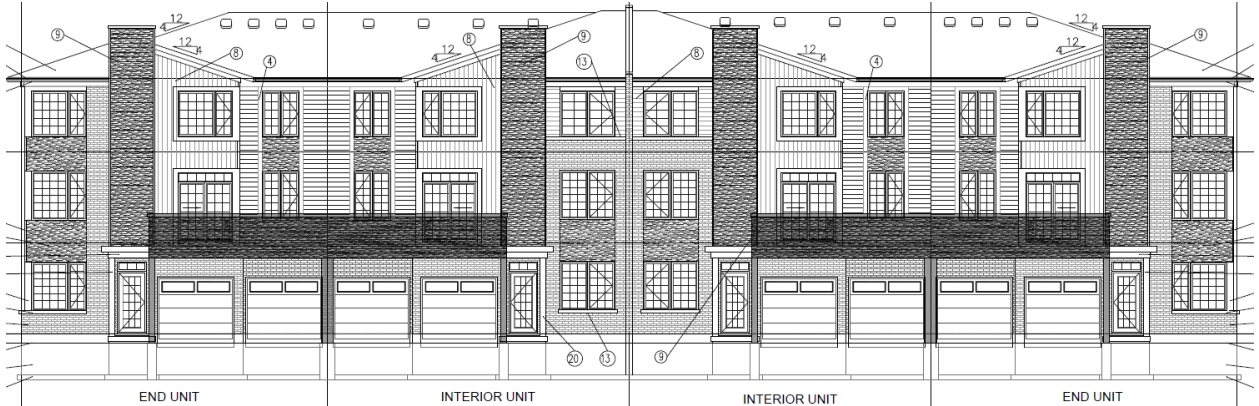


Figure 6. Elevation of the three-storey back-to-back townhouses facing Asher Crescent

2.2 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone to a Residential R6 Special Provision (R6-5(_)) Zone.

The following table summarizes the regulations in the base R6-5 zone, the special provisions that have been proposed by the applicant and those that are being

recommended by staff. The special provisions recommended by staff have been discussed with the applicant and conform to the site plan proposed by the applicant.

Regulation (R6-5)	Required	Proposed	Recommended
Front Yard Depth (minimum)	6.0 metres	0.0 metres	1.5 metres
Rear Yard Depth (minimum)	0.5 metre (1.6 feet) per 1.0 metre (3.3 feet) of main building height or fraction thereof, but in no case less than [...] 6 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. (10.3m required for 20.6m tall building)	0.0 metres	1.5 metres
East Exterior Side Yard Depth (minimum)	6.0 metres	0.0 metres	1.5 metres
West Exterior Side Yard Depth (minimum)	6.0 metres	0.0 metres	2.0 metres
Height (maximum)	12.0 metres	22 metres	12.0 metres, or 22.0 metres on lands located more than 140.0 metres from the centreline of Reardon Boulevard.
Density (maximum)	35 units per hectare (uph)	85 uph	83 uph
Landscaped Open Space (minimum)	30%	20%	25%
Yard Encroachment	By-Law No. Z.-1 4.27 Yard Encroachments Permitted Balconies on apartment buildings: 1.5 m provided projection is no closer than 3.0 m to the lot line open or covered but unenclosed decks or porches: 3.0 m provided projection is no closer than 1.2 m to the lot line		Balconies on apartment buildings, and open or covered but unenclosed decks or porches, shall be permitted to project 2 metres into the required yard, provided no projection is closer than 0.4 metres to the lot line.

2.3 Public Engagement

On January 24, 2024, Notice of Planning Application and Notice of Public Meeting was sent to 114 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, February 1, 2024. A “Planning Application” sign was also placed on the site. There were two responses received to-date during the consultation period.

Comments from the Public included:

- Concern about loss of privacy and property value for residents on the west side of Jackson Road due to reduced setbacks and increased heights.
- Concern about the lack of transit service and amenities in the area and as a result the number of people that will be required to drive.
- Concern about the lack of traffic lights on Jackson Road at Commissioners Rd E. and Bradley Ave. and the speed of traffic on Commissioners Rd. E.
- Concern about where children will go to school as Summerside Public School is currently full.

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

2.4 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 include:

- The front, rear and exterior side yards are required to accommodate balconies, porches, landscaped open space and tree planting. Tree planting is essential to provide privacy to adjacent residential properties and improve the canopy cover in the City.
- Reduction in the minimum amount of landscape open space may suggest that the density on the site is too intense.
- Street oriented development has been proposed along the majority of frontages, however, a layout which improves vehicular and pedestrian flow through the site and allows for street-oriented townhouse development along Jackson Road is recommended.
- The proposed layout for the townhouse portion of the development represents a constraint on vehicular movement and creates a hazard for the access of waste collection and emergency vehicles.

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

2.5 Policy Context

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

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

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

3.0 Financial Impact/ Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The Zoning-By-Law amendment is not proposing to change the planned land use of the subject lands. 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 at the intersection of two civic boulevards in The London Plan (Table 10). The proposed residential uses (apartment buildings and cluster townhouses) align with the goals of the Neighbourhoods Place Type by contributing to neighbourhoods that allow for a diversity and mix of housing types that are compatible with the existing and future neighbourhood character (TLP 918_2 and 13). The residential uses also promote housing for all Londoners and attract a diverse population to the city (TLP 57_11).

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 conforms with the Neighbourhoods Place Type in The London Plan which contemplates a standard maximum height of four-storeys and an upper maximum height of six-storeys where a property has frontage onto a Civic Boulevard (Table 11). The London Plan permits increases in building height above the standard maximum where the resulting intensity and form of the proposed development represents good planning within its context (TLP 1641_). As the applicant has proposed heights of three- to six-storeys, portions of the proposed development would exceed the standard maximum height.

The proposed special provisions requested by the Applicant would permit a maximum density of 85 units per hectare, a maximum height of 22 metres across the entire site, and minimum yards of 0.0 metres adjacent to all streets. Staff are of the opinion that the requested special provisions are more than what is shown on the proposed site concept plan and are not considered to represent good planning.

Staff are recommending that the maximum density for the site be limited to the density (83 units per hectare) that is shown on the site concept plan, provided by the applicant,

to ensure that the site remains of sufficient size to accommodate the proposed development. Staff are recommending that the increase in height be limited to the northern portion of the subject lands through the following special provision:

Height (maximum) 12.0 metres, or 22.0 metres on lands located more than 140.0 metres from the centreline of Reardon Boulevard.

The recommended special provisions will facilitate an appropriate scale of development that is considered compatible within the existing neighbourhood character, directing the height and intensity toward the higher order street (TLP 918_13). The proposed five and six storey apartment buildings will be located close to Commissioners Road East and the intersection with Jackson Road, and the three-storey cluster townhouse blocks are proposed to be oriented towards the streets along the southern portion of the subject lands. The layout of the proposed development provides a transition from the planned high density residential lands located on the north side of Commissioners Road East and the existing and future low- and medium density residential uses to the east, south and west (TLP 953_2).

The residential use is accommodated on a parcel that is of sufficient size to support the proposed use. The redevelopment of the parcel will facilitate the efficient use of land and existing municipal services, as servicing is available for the proposed uses identified (TLP 953_2 and _3).

4.3 Form

The proposed built form is consistent with the Neighbourhoods Place Type 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 and future neighbourhood character (TLP 953_2). Specifically, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within its context/neighbourhood character (TLP 193_).

The six-storey apartment buildings are proposed to be situated with minimal setbacks oriented towards Commissioners Road East to define the street edge, and allow for inviting, active, and comfortable pedestrian environment (TLP 259_). Similarly, the five-storey apartment buildings are situated with minimal setbacks oriented towards Jackson Road. The zoning regulations are recommended to ensure that three-storey townhouses are proposed to be situated with minimal setbacks and oriented towards Asher Crescent, Reardon Boulevard, and Jackson Road.

Vehicle access to the subject lands will be provided from the Reardon Boulevard and Asher Crescent, with proposed sidewalk connections to all adjacent streets to promote connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). The townhouses and apartments are also sited to minimize the visual exposure of the parking areas to the streets (TLP 269_).

The proposed elimination of minimum front, rear, and exterior side yard setbacks is not considered to represent good planning as it could lead to conflicts with awnings, outward swinging doors, porches and balconies and other building features projecting over municipal property. The elimination of yards adjacent to public streets also would significantly reduce the space and volume of soil required to support healthy tree growth. Reduced front, rear, and exterior side yards are, however, encouraged to allow for an inviting, active, and comfortable pedestrian environment. Staff have recommended the following reduced minimums (front lot line is deemed to be Reardon Boulevard consistent with Section 2 of the Zoning By-Law.):

<i>Front Yard Depth (minimum)</i>	<i>1.5 metres</i>
<i>Rear Yard Depth (minimum)</i>	<i>1.5 metres</i>
<i>West Exterior Side Yard Depth (minimum)</i>	<i>2.0 metres</i>
<i>East Exterior Side Yard Depth (minimum)</i>	<i>1.25 metres</i>

In addition to the recommended reduced minimum front, rear, and exterior side yard depths, it is recommended that the proposed street-oriented development is recognized in the zoning by-law through a maximum yard depth of 5 metres from the front, rear and west lot lines, and a maximum yard depth of 6 metres from the east lot line.

The proposed concept plan also includes balconies on apartment building and porches on townhouse buildings that project beyond the wall of the buildings into the required minimum yards. These building features are encouraged in the zoning by-law to allow for an inviting and active pedestrian environment. A special provision is recommended to permit the proposed projection of these building features into the reduced yard setbacks and provide relief from section 4.27 of the Zoning By-Law:

Balconies on apartment buildings, and open or covered but unenclosed decks or porches not exceeding one storey in height, shall be permitted to project 2.0 metres into the required yard, provided no projection is closer than 0.4 metres to the lot line.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Holding Residential R4/R5/R6(h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone to a Residential R6 Special Provision (R6-5()) Zone. Staff are recommending approval of the proposed Zoning By-law Amendment with modifications to the proposed special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to The London Plan and will permit two six-storey and one five-storey apartment buildings, eight three-storey back-to-back townhouse buildings, and two three-story townhouse buildings containing a total of 248 residential units at a density of 80.7 units per hectare. The amendment will facilitate the development of the subject site and will contribute to the range and mix of housing options within the area.

- Prepared by:

Michael Clark
Planner, Subdivision Planning
- Reviewed by:

Bruce Pace
Manager, Subdivision Planning
- Recommended by:

Heather McNeely, MCIP, RPP
Director, Planning and Development
- Submitted by:

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

Copy: Peter Kavcic, Manager, Subdivisions and Development Inspections
Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Brent Lambert, 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 460
Asher Crescent.

WHEREAS Drewlo Holdings Inc. has applied to rezone an area of land located at 460 Asher Crescent. (Block 231, Plan 33M-826), 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 460 Asher Crescent, as shown on the attached map comprising part of Key Map No. A113, from a Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone to a Residential R6 Special Provision (R6 -5 ()) Zone.
- 2) Section Number 10.4 of the Residential (R6-5) Zone is amended by adding the following Special Provisions:

R6-5 () 460 Asher Crescent

- a) Regulations:
 - i) Front Yard Depth (Minimum) 1.5 metres (4.9 feet)
 - ii) Rear Yard Depth (Minimum) 1.5 metres (4.9 feet)
 - iii) East Exterior Side Yard Depth (Minimum) 1.5 metres (4.9 feet)
 - iv) West Exterior Side Yard Depth (Minimum) 2.0 metres (6.6 feet)
 - v) Height (Maximum) 12.0 metres, or 22.0 metres on lands located more than 140.0 metres from the centreline of Reardon Boulevard.
 - vi) Density (Maximum) 83 units per hectare
 - vii) Landscaped Open Space (Minimum) 25%
 - viii) Balconies on apartment buildings, and open or covered but unenclosed decks or porches, shall be permitted to project 2.0 metres into the required yard, provided no projection is closer than 0.4 metres to the lot line.

- 3) 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.

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.

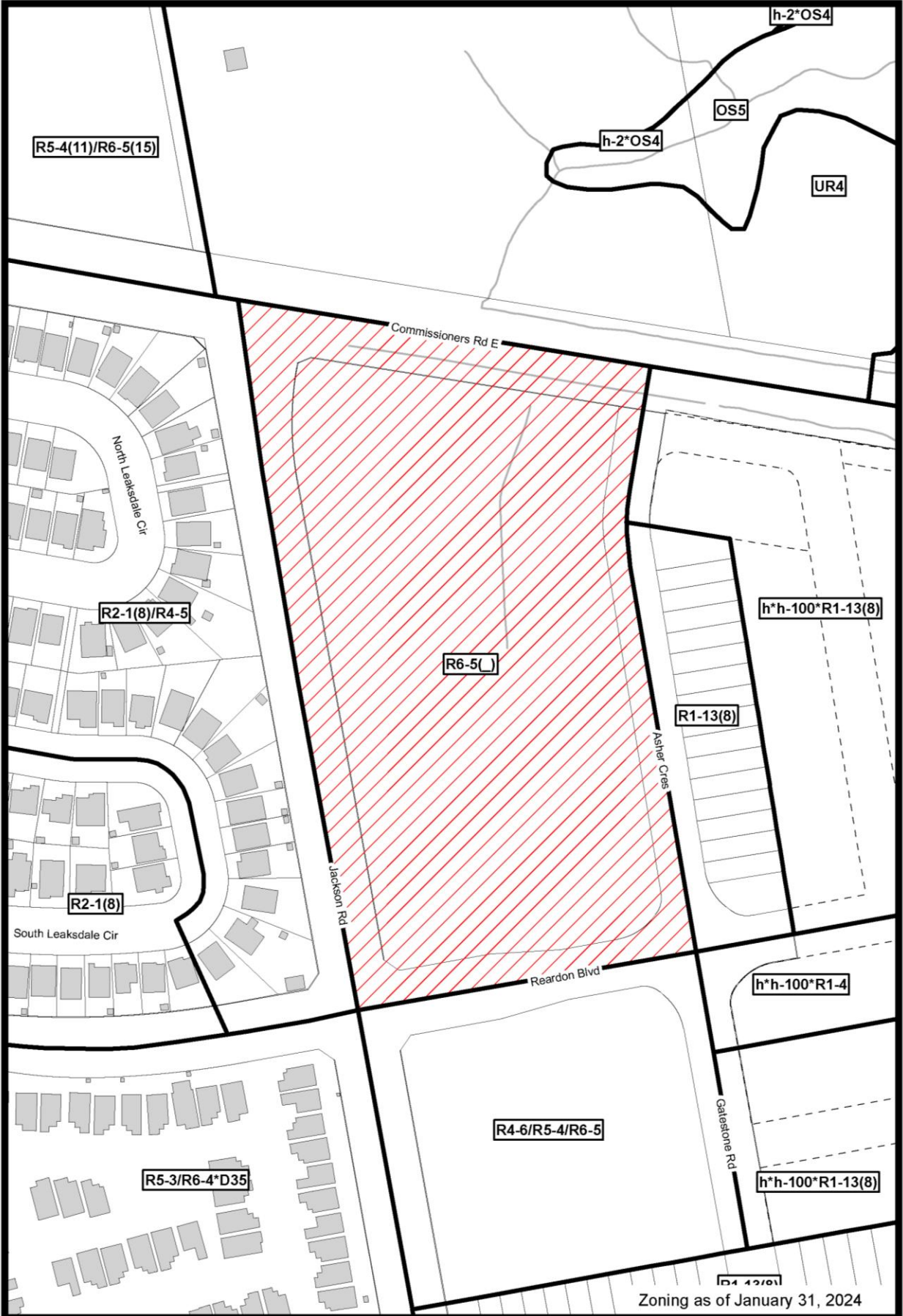
PASSED in Open Council on April 2, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024, 2024
Third Reading – April 2, 2024, 2024

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



<p>File Number: Z-9701</p> <p>Planner: MC</p> <p>Date Prepared: 2024/02/15</p> <p>Technician: RC</p> <p>By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 40 60 80 Meters</p> <p></p>
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Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	vacant
Frontage (approximate)	121.7 metres (Reardon Boulevard) 138.6 metres (Commissioners Road East) 223.1 metres (Asher Crescent 267.8 metres (Jackson Road)
Depth	Irregular
Area	30,075 metres square (3.07 hectares)
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Vacant / Open Space, Future Residential, Natural Environment
East	Residential
South	Residential
West	Residential

Proximity to Nearest Amenities

Major Intersection	Commissioners Road East and Jackson Road (adjacent to site)
Dedicated cycling infrastructure	Pond Mills Road and Commissioners Road East (2,500 metres)
London Transit stop	Route 24 at Lighthouse Road south of Reardon Boulevard (200 metres)
Public open space	Carroll Park (765m) Future Park Block (400m) (registered, Block 235, 33M-826) Future Park Block (250m) (draft approved, 39T-06507 Block 25)
Commercial area/use	Food Basics / Shoppers Drug (2,500 metres)
Food store	Food Basics (3600 metres)
Community/recreation amenity	City Wide Sports Park (830 metres)

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods at the intersection of two Civic Boulevards
Current Special Policies	n/a
Current Zoning	Holding Residential R4/R5/R6 (h*h-54*h-71*h-100*R4-6/R5-4/R6-5) Zone

Requested Designation and Zone

Requested Place Type	No change
Requested Special Policies	n/a
Requested Zoning	Residential R6 Special Provision (R6-5(_)) Zone

Requested Special Provisions

Regulation (R6-5)	Required	Requested
Front Yard Depth (minimum)	6.0 metres	0.0 metres
West Exterior Side Yard Depth (minimum)	6.0 metres	0.0 metres
East Exterior Side Yard Depth (minimum)	6.0 metres	0.0 metres
Rear Yard Depth (minimum)	0.5 metre (1.6 feet) per 1.0 metre (3.3 feet) of main building height or fraction thereof, but in no case less than [...] 6 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. (10.3m required for 20.6m tall building)	0.0 metres
Height (maximum)	12.0 metres	22 metres
Density (maximum)	35 units per hectare (uph)	85 uph
Landscaped Open Space (minimum)	30%	20%

C. Development Proposal Summary

Development Overview

The development proposal comprises two six-storey apartment buildings containing 62 units each; a five-storey apartment building containing 52 units; eight three-storey back-to-back townhouse buildings containing 60 units; and two three-storey townhouse buildings with 12 units. In total, the development is proposed to have 248 residential dwelling units and an overall density of 80.7 units per hectare.

Proposal Statistics

Land use	Residential
Form	Cluster Townhouses and Apartment Buildings
Height	Three-storeys townhouses, five to six storey apartment buildings
Residential units	248
Density	80.7 uph
Gross floor area	N/A
Building coverage	25.7%
Landscape open space	26.8%
Functional amenity space	Provided onsite
New use being added to the local community	No

Mobility

Parking spaces	Townhouses: 142 resident spaces, 10 visitor spaces (including 4 barrier free) Apartments: 222 resident spaces (including 13 tandem spaces), 18 visitor spaces (including 6 barrier free)
Vehicle parking ratio	Townhouses: 1.97 spaces / unit Apartments: 1.26 spaces / unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	248 spaces (224 long term & 25 short term)
Secured bike parking ratio	1 space / 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	No

Environmental Impact

Tree removals	No
Tree plantings	Yes
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

Concept Site Plan



Building Renderings – Rendering of Six-Storey Apartment Buildings



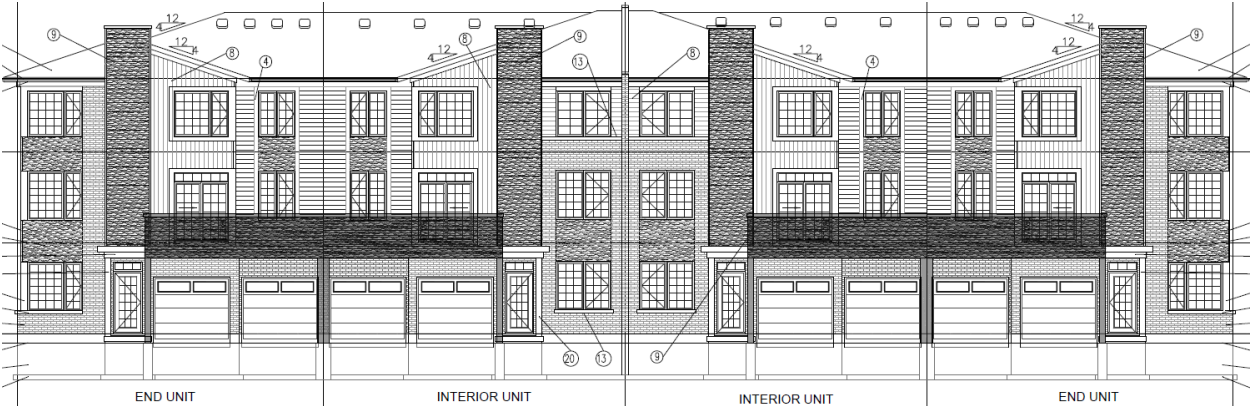
Building Renderings – Rendering of Five-Storey Apartment Building



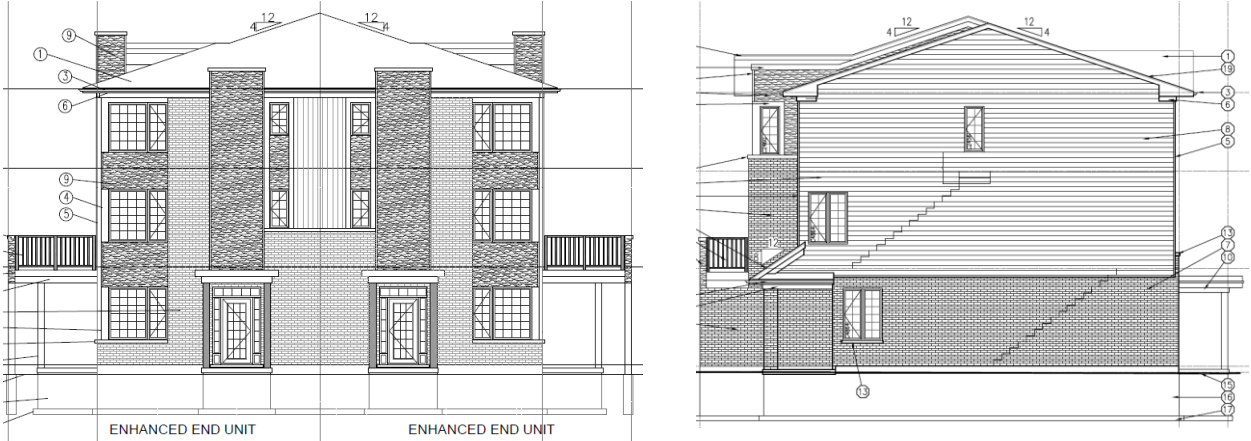
Townhouse Building Elevations – View from Reardon Boulevard



Townhouse Building Elevations – View from Asher Crescent



Townhouse Building Elevations – View from Jackson Road



Appendix D – Public Engagement

Community Engagement

Public liaison: On January 24, 2024, Notice of Planning Application and Notice of Public Meeting was sent to 114 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, February 1, 2024. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to increase the maximum height and density and reduce the minimum yard depths and landscaped open space within the existing Holding Residential R6 (R6-5) Zone. The Zoning change would permit two 6-storey apartment buildings with 62 residential units each, a 5-storey apartment building with 52 residential units, and 72 townhouse residential units. Possible change to Zoning By-law Z.-1 FROM a Holding (h*h-54*h-71*h-100) Residential R4 (R4-6), Residential R5 (R5-4), and Residential R6 (R6-5) TO a Holding (h*h-54*h-71*h-100) Residential R4 (R4-6), Residential R5 (R5-4), and Residential R6 Special Provision (R6-5(_)) Zone.

Public Responses: Two replies received.

Below are comments and concerns regarding the Zoning By-Law Amendment for 460 Asher Crescent (Block 231, 33M-826). Attached are the signatures of residents in Summerside directly affected by these changes who are supporting these comments and concerns.

Sonya Munn (Email, February 6, 2024) on behalf of 21 other residents of North Leaksdale Circle and South Leaksdale Circle

Comments and Concerns for Consideration:

Re: Zoning By-Law Amendment: 460 Asher Crescent (Block 231, 33M-826)

We request that Drewlo Holding Inc. and the Corporation of the City of London take into consideration the below concerns and comments related to 460 Asher Crescent (Block 231, 33M-826) posted January 23, 2024.

The current zoning is for Medium Density Development. The proposed zoning would increase the density significantly. This is concerning because:

- 1) Reduced front, rear, and open space options would decrease the set-back of the new apartment development from the existing homes on the other side of Jackson Road.
 - This would decrease privacy for existing residents backing on to Jackson Road.
 - The previous zoning only allowed for townhomes significantly changing the information residents would have been provided when they purchased homes on North and South Leaksdale Circle. This could have a negative impact on home resale.
 - Tenants of the new apartments would have limited green space and be required to utilize parks for outdoor recreational activities.

Considerations:

- Could the height of the 5-story apartment building directly facing Jackson Rd. be decreased to 3 stories to limit privacy concerns and be more in line with the height of a 3-story townhome?
- Could the 5-story apartment on Jackson Rd. be moved back from the road to allow additional space and natural privacy barriers (ex. fast growing trees) that would limit the invasion of privacy?

- Could the 5-story apartment be rotated to face North/South instead of East/West?
 - Could natural privacy barriers (ex. trees, bushes, and fences) be placed along Jackson Rd. and inside the development to limit direct sightlines of the apartment buildings, townhomes, and parking areas?
 - Could the 6-story apartment on Jackson Rd. be moved back from the road to allow additional space and natural privacy barriers (ex. fast growing trees) that would limit the invasion of privacy?
- 2) Parking is limited (222 spaces for 176 units) and LTC transit to the community of Summerside is limited.
- Summerside is not centrally located. Most residents will require a car to complete errands.
 - Parking would be of high priority for the apartment tenants due to limited busing options. This could create parking congestion on City streets in the subdivision if residents have multiple vehicles.
 - Has the LTC committed to increasing bus services to our area?
- 3) Traffic safety concerns for residents of Summerside due to the increase in vehicle traffic to and from our community:
- Will traffic lights be installed at both ends of Jackson Rd. (Commissioners Rd. and Bradley Ave.) to facilitate better traffic flow to and from the Summerside community?
 - Will the speed limit on Commissioners Rd. be decreased because of the close location of the 6-story apartment building?
- 4) Summerside PS is currently full, any new families moving into Summerside would be sent to holding schools. Currently there is no confirmed plan to build another school in our community.
- New residents would have to send their children to holding schools. Summerside PS took approximately 20 years to be built.
 - The current holding school John P. Robarts PS takes 1 hour to reach by city bus and 14 minutes by car.

Thank you for your consideration. We look forward to hearing from you.

Terence You (Email, February 7, 2024)

I would like to express my concern of how the proposed changes, especially to the heights of the buildings would increase the density of the neighborhood and a reduction in the openness of the view, and its effect on my property value as a result.

I am in disagreement with the proposal.

Thank you for your attention to this matter.

Appendix E – Internal and Agency Comments

Forestry

- Do not support the reduced front, rear and exterior side yard depths and the reduction in landscaped open space. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Policy 393_ it is a target of the LP to achieve a tree canopy cover of 28% within the Urban Growth Boundary by 2035
- Reduced soil volumes leads to trees with shortened lifespans and potential negative impacts on surrounding surfaces and structures.
- There is a direct relationship between the volume of below-ground growing space and the way in which a tree is likely to develop. Greater soil volume promotes faster growth; increased size, resilience to disease and pests and longevity.

Urban Design

Major Issues:

- This site is located within the Neighbourhoods Place Type, at the intersection of two Civic Boulevards in The London Plan [TLP], which contemplates the proposed use and height. Urban Design staff are generally supportive of the proposed development.
- The applicant is commended for providing a site and building design which incorporates built form along the majority of the street frontages, reduced setbacks for built form along the public streets, and for proposing a mix of housing types. The applicant is encouraged to continue to incorporate these design features as the proposal moves through the development process.

Matters for OPA/ZBA:

- Urban Design recommends the following Special Provisions be incorporated into the proposed zoning for the site to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - Maximum height;
 - Street orientation (principal entrances) facing toward the public streets [TLP Policy 261, 291];
 - Minimum and maximum setbacks along the public streets to ensure the proposed development is located close to the street, while maintaining 1.0-2.0m of space for canopies, door swings, etc. [TLP Policy 259];
- Urban Design recommends the applicant explore reducing the amount of surface parking, closer to the minimum required under the Zoning By-law to allow for a larger and more centralized common outdoor amenity space and landscaping [TLP Policy 271, 295].
- This site includes an h-71 Holding Provision to encourage street orientation. Urban Design recommends the h-71 be retained until Site Plan Approval and an executed Development Agreement are in place.

Matters for Site Plan:

- Site Plan comments have already been provided for this proposal through the SPA process (SPA23-117).

Site Plan

Major Issues

- The proposed layout of the cluster townhouses in Block 231 lends itself to difficulties with municipal waste and recycling truck maneuvering. Reconfigure the layout to include hammerhead turnarounds or an alternative layout.

- As per the holding provision to promote street-oriented development, provide a walkway along Commissioners Road East to connect the dead-end sidewalks along Jackson Road and Asher Crescent.

Matters for Zoning:

- Given that there are existing constraints with the proposed vehicular maneuvering through the Block, the deficiency of Landscape Open Space further demonstrates a potential overuse of the site.

Matters for Site Plan

- There is an active Site Plan Application SPA23-117, which is under review. The Site Plan Application will consider bicycle parking, paratransit laybys, loading spaces, waste and recycling storage and pickup, pedestrian walkway connections, reducing impermeable surfaces, all-season landscaping, and lighting impacts in accordance with the Site Plan Control By-law.

Stormwater

- The Stormwater Engineering Division staff have reviewed the above revised application and have no comments to this Zoning By-law Amendment. The necessary SWM servicing and drainage requirements/controls to service this site will be implemented as part of a SPA23-117 and forthcoming development agreement.

Water

- Water Engineering has reviewed the zoning bylaw amendment for 460 Asher Crescent (Z-9701) and have no comments. Site servicing shall be in accordance with the approved site plan drawings.
- The h-100 holding provision can be removed from the site, as water looping has been completed for Phase 1 of Parker-Jackson.

Engineering

- Engineering has no further comments regarding this application.
- Please note that the planning and development is currently reviewing the site plan SPA23-117 Asher Crescent to address the site servicing and engineering comments.

Parks

Matters for OPA/ZBA

- None.

Matters for Site Plan

- Parkland dedication has been satisfied through plan of subdivision 33M-826.

Heritage

- This is to confirm that there are no cultural heritage or archaeological concerns associated with this application.
- Archaeological matters on this property were previously addressed.

Ecology

- 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.

UTRCA

- The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

Conservation Authorities Act

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

Recommendation

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

London Hydro

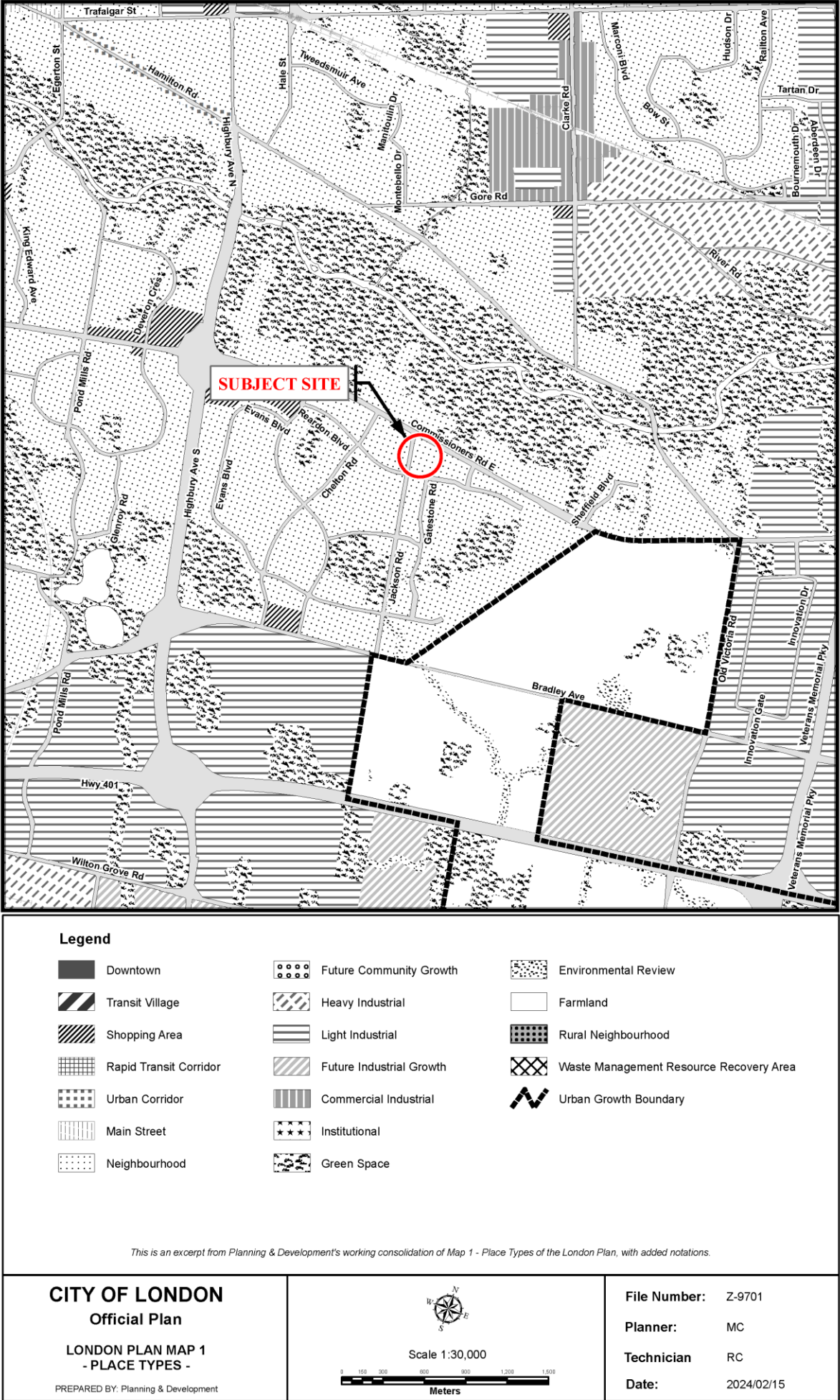
- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 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.

Imperial Oil

- Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

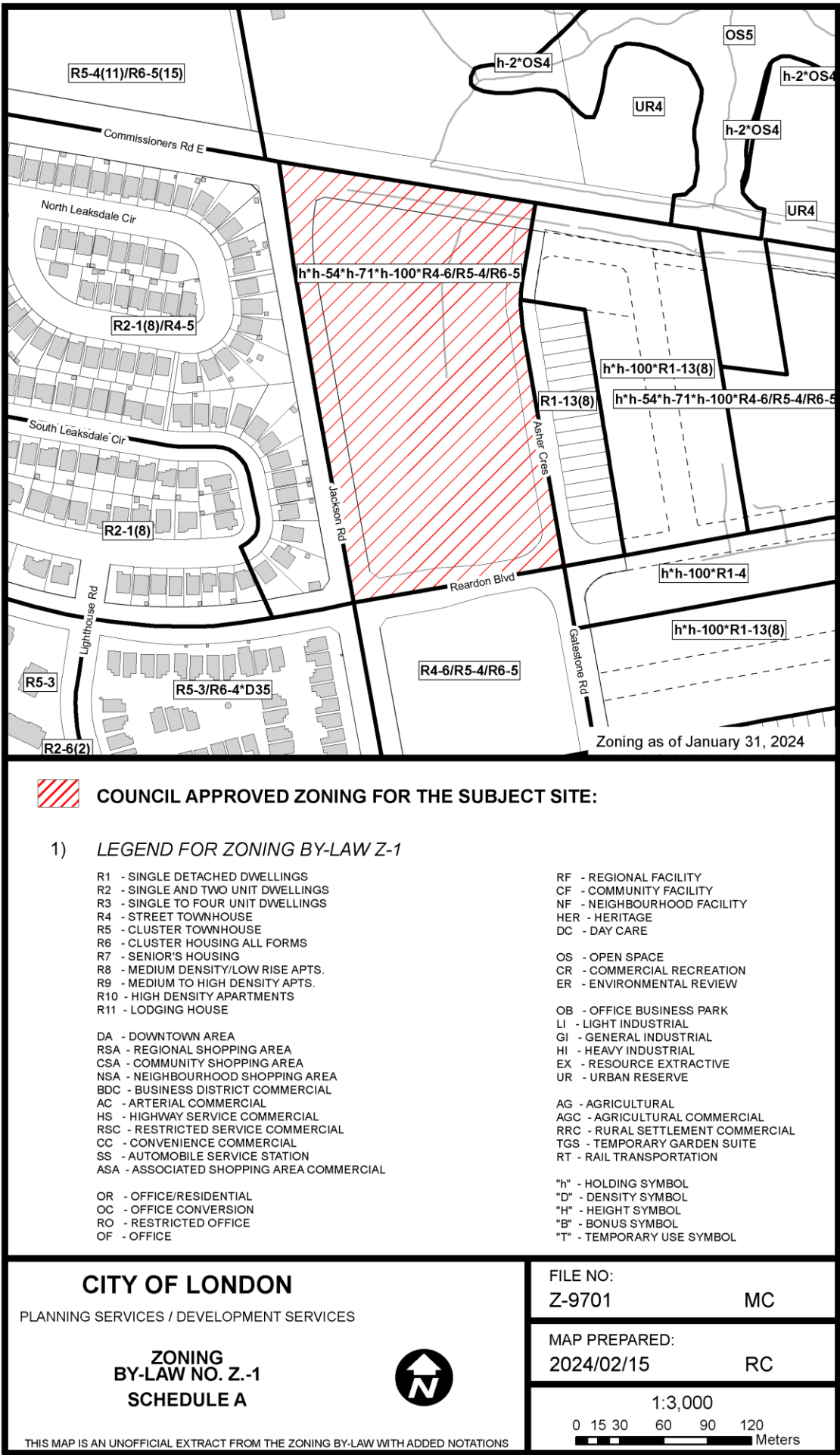
Appendix F – Relevant Background

The London Plan – Map 1 – Place Types



Project Location: E:\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9701-Map1-PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

900 Jalna Blvd, 3010 Yorkville St., 460 Asher Cres, 615 Superior Dr.

New developments should make allowances for at least 55% reserved areas of vegetation, exclusive of all areas of pavement and infrastructure. These areas should aim at creating significant natural environments and include tree plantings. These four developments should be required to conform that model.

Angus Johnson, Greenspace Alliance

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: Official Plan Review of The London Plan and Land Needs
Assessment Update
File Number: O-9595
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Official Plan Review with Land Needs Assessment:

- (a) That Civic Administration **BE DIRECTED** to reinitiate the Official Plan Review which is consistent with Section 26 of the *Planning Act*, noting the review will be phased to prioritize a Land Needs Assessment in support of the City's housing supply initiatives;
- (b) That Civic Administration **BE DIRECTED** to incorporate the industrial conversions into the City's land supply of the Land Needs Assessment;
- (c) That Civic Administration **BE DIRECTED** to apply the 25-year planning horizon to the Land Needs Assessment;
- (d) That Civic Administration **BE DIRECTED** to bring forward associated recommended amendments to The London Plan Amendment on clauses (b) and (c), above, to a future public meeting of the Planning and Environment Committee;
- (e) That this report **BE RECEIVED** for information.

Executive Summary

The purpose of this report is to seek Council direction on several matters regarding the Review of The London Plan and related Land Needs Assessment. First, it is recommended that the Section 26 Official Plan Review under the *Planning Act* be reinitiated as a phased review. The initial phase is to prioritize the ongoing Land Needs Assessment, which evaluates projected demand and existing land supply to support that projected growth. There is uncertainty related to the timing of the Province's approval of a new Provincial Planning Statement (PPS) therefore a second phase of the Section 26 Review would include conformity with provincial policy and would be scheduled following Provincial approval of the new policy framework. Following approval of the new PPS, a special public meeting before the Planning and Environment Committee will be held to scope the Section 26 Review relative to the Terms of Reference presented to Council in April 2023 and address the new PPS changes, accordingly.

Second, this report also seeks direction to incorporate a 25-year planning horizon as the basis for the Land Needs Assessment. The revised planning horizon would be consistent with existing and draft new provincial policy. Associated amendments would be forthcoming in a future report based on Council direction.

Third, this report recommends Industrial land conversions of identified Industrial Place Type areas to non-Industrial Place Types. Council direction is sought to incorporate the identified conversions into the Land Needs Assessment and based on Council direction,

Civic Administration will bring forward amendments to a subsequent meeting of Council.

Lastly, this report also notes several related City of London initiatives, such as the ongoing work of the Housing Supply Reference Group and policy reviews related to the Federal Housing Accelerator Fund (HAF). These related initiatives will work in parallel with the Land Needs Assessment and will inform future recommendations to Council regarding the Section 26 Official Plan Review.

Linkage to the Corporate Strategic Plan

The Official Plan Review under Section 26 of the *Planning Act* will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Strategic Plan Area of Focus: Housing and Homelessness**, by ensuring London's growth and development is well-planned and consider use, intensity, and form.
- **Strategic Plan Area of Focus: Climate Action and Sustainable Growth**, by ensuring infrastructure is built, maintained, and secured to support future growth and protect the environment.

Background

1.0 Background Information

In Spring 2022, the City of London began preparation of growth projections for employment, population, and housing units for the 2021-2051 time period. Growth forecasts are required for several City initiatives including a municipal comprehensive review of The London Plan and the associated land needs assessment, which may result in a review of the Urban Growth Boundary. The growth projections are an informed estimation of future conditions based on past and present economic, demographic, and construction trends. Forecast assumptions are based on research, technical knowledge, and established projection methods in alignment with Provincial guidelines. On December 13, 2022, the 2021-2051 Growth Projections study was approved by Council. The projections identified considerably higher growth rates than the historical data used in the Land Needs Study (2012) which formed the basis of The London Plan's growth management approach. In response to the significant shift in growth trends it was deemed appropriate to undertake an official plan review. The Ministry of Municipal Affairs and Housing (MMAH) was engaged on February 1, 2023 to discuss next steps.

Section 26 of the *Planning Act* outlines the statutory requirement for municipal councils to undertake an official plan review 10 years after a new plan is in effect, and every 5 years thereafter. Under this requirement, a review of The London Plan would not be required until 2027. Given the current housing supply issues and implications related to heightened growth projections, a Comprehensive Review was recommended to be undertaken earlier than 2027. Section 6 of the *Provincial Policy Statement, 2020* (PPS) defines a Comprehensive Review as follows:

- An official plan review that is initiated by a municipality.
- Based on a review of population and employment projections.
- Considers alternative directions for growth or development; and determines how best to accommodate that development while protecting provincial interests.
- Accommodates projected growth and development through intensification and development; and considers physical constraints to accommodate proposed development within the existing urban growth boundary (UGB).
- Is integrated with planning for infrastructure, public service facilities, water resource planning, and water/wastewater services; and
- Considers cross-jurisdictional issues.

On March 7, 2023, Council received the preliminary approach and timeline for a Comprehensive Review of The London Plan. The report defined the initial project scope to include: a PPS conformity exercise, land needs assessment, employment area review, alternative directions for growth, and possible amendments to The London Plan. A Community Meeting was also held to solicit initial feedback related to the Comprehensive Review process on March 9, 2023.

On April 6, 2023 the Province released a new draft *Provincial Planning Statement* on the Environmental Registry of Ontario, with an initial 60 days commenting period. The new policy would replace both the PPS, 2020 and the *Growth Plan for the Greater Golden Horseshoe* – noting that the City of London is not subject to the latter. The draft policy proposed fundamental changes to the growth management policy framework. Terms of Reference for the Section 26 review of The London Plan were presented at a special meeting of Council held before the Planning and Environment Committee on April 11, 2023.

On April 25, 2023, Council approved the initiation of the Comprehensive Review based on the Terms of Reference. The Comprehensive Review was limited to a Land Needs Assessment (LNA) to identify capacity of existing urban area, update the vacant land inventory, and review the Urban Growth Boundary if required based on the results of the LNA. The policy review was scoped to include ‘Planning Horizon’ and ‘Intensification Target’ to ensure The London Plan growth management policies conformed to current provincial policy.

On July 25, 2023, Council approved the closure of the Section 26 Official Plan Review until the approval of the *Provincial Planning Statement*. The resolution would allow for the continuation of the review of land needs over the planning horizon. This is noteworthy given the importance of LNA exercise in relation to supporting the City of London’s Housing Target of 47,000 new units. The resolution provided direction for the LNA process to continue while recognizing that a subsequent review of the Urban Growth Boundary may be required.

Following Council decision, the Industrial Land Needs component of the LNA was initiated. Interested parties were circulated and provided opportunity to request industrial properties to be evaluated and considered for potential redesignation to a non-Industrial Urban Place Type in The London Plan. The deadline for requests was set for September 8, 2023. Staff have evaluated the submissions based on the Industrial Land Conversion Evaluation Criteria and identified lands recommended for conversion.

2.0 Discussion

2.1 Draft PPS Update

Following the April 2023 release of the draft Provincial Planning Statement, on May 30, 2023, the Province extended the 60-day public commenting period to August 4, 2023. The draft PPS includes significant changes to the Provincial approach to growth management that would require changes to the Comprehensive Review process if enacted. The proposed changes related to the Comprehensive Review include:

- The reference to “Comprehensive Review” is no longer a defined term or process guiding municipal land need assessments for municipal management of growth and infrastructure.
- The Planning horizon for settlement boundaries and designated lands in municipal official plans has been increased from a 25-year maximum to “at least 25 years” (draft 2023 PPS policy 2.1.1).
- Settlement area expansions are permitted subject to criteria that municipalities “should consider” (draft 2023 PPS policy 2.3.4).
- Employment land conversions to non-industrial land use designations are not required to occur during a Comprehensive Review of employment land and the

long-term need for employment lands to meet projected growth (draft 2023 PPS policy 2.8.2.4).

- Built Area Boundaries are not defined, and intensification targets are not required for redevelopment across the entire existing built area. Under the new draft 2023 PPS, intensification targets are only required for the Projected Major Transit Station Area portion of the existing built area (i.e. the Downtown, Rapid Transit Corridor, and Transit Village Place Types in The London Plan). Minimum densities are recommended for new lands added to the Urban Growth Boundary (minimum 50 residents and jobs per gross hectare).

Additionally, the new draft PPS has changed the definition of “Employment Area” to mean:

“those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.”

This change restricts the definition of Employment Area so that stand-alone institutional, commercial, retail and office uses are not considered part of the “Employment Area”. The Industrial Place Types of The London Plan currently permit many of the uses that would be excluded from the definition of “Employment Areas”.

Since the final closure of the commenting period, there has been no update with respect to the draft 2023 PPS. At the time writing this report, there is uncertainty on a timing of new PPS as well as the extent of its implications on The London Plan conformity review.

2.2 Section 26 Official Plan Review

An official plan update under Section 26 of the *Planning Act* requires that all policies of the plan be reviewed to ensure they have regard to matters of provincial interest and are consistent with all legislation and policy statements issued by the Province. The *Planning Act* requires that The London Plan be reviewed under Section 26 within 10 years after the approval of the plan. Given that portions of the plan first came into effect in 2017 the Section 26 update is not required until 2027. However, given the continued uncertainty about matters to be considered in reviews under Section 26 of the *Planning Act* it is recommended that the Official Plan Review be re-opened as a phased project with at least two phases. The revised approach would not have implications to the timing of the review currently underway.

- i) The first phase includes a LNA and associated amendments to The London Plan, including housekeeping changes that reference the Planning Horizon and redesignations of industrial sites to non-industrial Place Types. The first phase is intended to prioritize and advance the evaluation of the City’s land supply against the projected demand based on growth in employment and population over the recommended planning horizon. The LNA will include potential conversion of industrial lands towards the inventory of land supply.
- ii) A subsequent phase will include a conformity review of other city-wide policies to be initiated after there is greater certainty around policy framework of a new PPS. Through the review, staff may determine additional policy matters to be considered, reviewed, and amended.

Civic administration consulted with the Ministry of Municipal Affairs and Housing (MMAH) on January 19, 2024, with regards to undertaking a phased approach to the Official Plan Review. MMAH was supportive of the City’s phased approach. However, if amendments are required to the April 2023 Terms of Reference regarding the matters to be considered as part of the Section 26 Review, such as changes resulting from the new PPS, then a future special meeting of City Council will be held to discuss the identified changes.

This approach is consistent with a modified approach taken on the ReThink Zoning project to advance phases related to the City's Housing Supply Pledge and federal Housing Accelerator Fund (HAF). The ReThink Zoning bylaw will be implemented in a series of phases intended to reduce the time required to roll-out the zoning bylaw amendments. The first phase includes the zoning changes with the highest impact on accelerating new housing as proposed in the City's HAF application.

The phased approach for the Official Plan Review will create flexibility to meet the statutory requirement for the review by 2027 and expedite the LNA process to determine the land required to accommodate the forecasted growth and support the creation of 47,000 new units.

2.3 Planning Horizon

The London Plan horizon was approved based on the 2020 PPS with a planning horizon of 2035. The Our City chapter of The London Plan contains the City's population, housing and employment growth forecasts over the 20-year planning horizon (2015 to 2035) based on 2011 growth projections. The London Plan is consistent with the 2020 PPS because the planning horizon permitted under that policy statement is "up to 25 years". However, based on the new draft PPS, the planning horizon for a municipal official plan is likely to be at least 25 years.

The London Plan, 2020 PPS and the draft 2023 PPS all require that sufficient land shall be available to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs over an identified planning horizon. All state that an appropriate range and mix of housing options and densities shall be provided to meet projected needs of current and future residents. While The London Plan requires the City to maintain a minimum supply of land adequate to accommodate 10 years of residential growth, which is consistent with the 2014 PPS, the 2020 PPS and the new draft PPS require the minimum residential land supply of 15 years.

The London Plan places an emphasis on a compact pattern of growth within the existing built-up areas of the City. The growth policies of the plan are intended to support a compact form of development over the planning horizon by encouraging and directing growth to strategic locations and plan for infrastructure designed to serve and support growth in a way that is sustainable from a financial, environmental and social perspective. These policies are consistent with the 2020 PPS and the draft PPS which both encourage compact form of development and allow municipalities to identify appropriate areas for growth over the planning horizon.

The London Plan requires that prime agricultural areas shall be designated and protected for long-term use as agriculture and any impact of an expansion of urban areas on agricultural lands and operations shall be mitigated to the extent feasible, consistent with the 2020 PPS and the draft 2023 PPS. Similarly, the Growth Management and Urban Growth Boundary policies of The London Plan state that scattered or "leap-frog" development patterns are to be avoided and that the build-out of existing planned communities in a logical, phased manner that optimizes the utilization of any new infrastructure is supported.

Consistent with the 2020 PPS, The London Plan provides policy direction for staging growth and financing to ensure the orderly progression of development within the built-up areas and the timely provision of infrastructure required to support fully serviced and functional communities and employment areas on a financially sustainable basis. The new draft PPS maintains the direction that expansions of urban areas must be as phased progression of urban development.

It is recommended that the 25-year planning horizon be endorsed for the basis of The London Plan and the LNA, consistent with the 2020 PPS and draft 2023 PPS. A subsequent amendment to The London Plan will be brought forward to a future public meeting of the Planning and Environment Committee to amend the planning horizon, as

well as projections figures, related references to calendar years, and minimum years of supply.

2.4 Intensification Target

Intensification is a very important means of accommodating new units and supporting other city initiatives, such as transit-oriented development and inward and upward growth. The 2016 Built Area Boundary is the lands that are substantively built out as of the time of approval of The London Plan. New development within the 2016 Built Area Boundary generally takes the form of infill, intensification, or redevelopment on lots within existing urban areas.

The London Plan identifies an intensification target of 45% of all new residential units are to be achieved within the Built Area Boundary. Ongoing monitoring of intensification, as reported in the City's Annual Development Reports, has demonstrated the target is generally consistent with actual constructed units. It is anticipated that the trend toward increased intensification will continue.

From 2017 to 2021, the City averaged 42% of new housing unit growth in the BAB (an average of 1,285 units per year) while 2018 and 2021 levels exceeded the 45% intensification target. The intensification rates were largely driven by high levels of apartment units located within the BAB. The intensification rate in 2023 was 43.5%, after a very low 2022 level (16.4%) due to fewer apartment unit permits being located within the BAB than is typically experienced.

Civic administration have also identified that certain priority areas for intensification require upgrades to infrastructure and servicing in order to support enhanced infill and intensification. The Federal Housing Accelerator Fund (HAF) awarded to the City includes monies for projects to review heights and density permissions, as well as increases to servicing capacity and treatment in priority areas in support of building new housing.

At this time, Civic Administration do not recommend any change to the 45% intensification target because results of the HAF policy and infrastructure projects are not yet known. The intensification rate and results of the HAF projects will continue to be monitored and a review of the intensification target is anticipated to follow in future.

3.0 Industrial Conversions

As part of the Official Plan Review, Industrial designated lands can be evaluated for potential conversion to non-Industrial Place Types, if the lands are not required for long-term employment uses. Sites and areas evaluated included ones requested by landowners as well as sites identified by Staff. Staff conducted an evaluation of potential industrial conversions to non-Industrial Place Types based on the criteria received in the July 17, 2023 Planning and Environment Committee report. A total of seven (7) areas were evaluated for conversion potential, Appendix A contains the completed evaluation criteria matrix and Appendix B contains detailed maps defining the candidate conversion areas. Four (4) requests were received from private landowners and three (3) sites were identified by staff for evaluation.

3.1. Sites Requested by Landowners

3.1.1. 2496 Dundas Street East

Landowner has requested conversion from Light Industrial Place Type to an urban residential place type. The property is approximately 4.09 hectares and its lands are comprised of farmland and deciduous wetland. The property is located within the 30 Noise Exposure Forecast (NEF) contour lines for London International Airport. The NEF was developed by Transport Canada and models long-term exposure to aircraft noise in adjacency to airports. Transport Canada recommends against new residential development in areas exceeding 30 NEF. Furthermore, the site does not have access to municipal servicing and infrastructure works east of Crumlin Side Road are not planned based on the current DC Background Study. Partial servicing is not consistent with the Growth Management Implementation Strategy, nor is it permitted in accordance with

Civic Infrastructure policies of The London Plan. Staff also note site limitations related to existing wetlands and proximity to Canadian Pacific Rail line, the latter would require noise and vibration study prior to development.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **not recommended**.

3.1.2. 2251, 2253 and 2257 Trafalgar Street

Landowner has requested conversion from Light Industrial Place Type to an urban residential place type. The lands are approximately 0.43 hectares and are comprised of a vacant parcel and two residential properties. The lands are within one of the key strategic areas identified within the Industrial Lands Development Strategy (ILDS) located along the Veterans Memorial Highway corridor. The lands are abutting Light Industrial place types to the west, east, and south. Development of the sizable vacant lands to the south would be limited if a sensitive use (i.e. residential) were to be established mid-block.

Recommendation: Based on the industrial land conversion evaluation criteria and ILDS, conversion is **not recommended**.

3.1.3. Former Kellogg Factory Lands, north of Florence Street and Kellogg Lane to east of Eleanor Street

Landowner has requested conversion from Light Industrial Place Type to Rapid Transit Corridor Place Type. The lands are approximately 7.89 hectares and are comprised of existing commercial industrial areas, non-conforming residential properties, and an ongoing redevelopment project. The former Kellogg's factory lands are now a mixed-use commercial and entertainment district with further redevelopment planned. The proposed conversion would recognize the change planned function and use. Furthermore, conversion would align with strategic housing objectives and the lands are well situated given its location on the East London Link BRT corridor.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **recommended**.

3.1.4. Hyde Park Commercial Industrial Area, south of Fanshawe Park Road West and west of Hyde Park Road

Landowner has requested conversion from Commercial Industrial Place Type to Neighbourhoods Place Type. The lands are approximately 29.15 hectares and are comprised of vacant and unbuilt lands as well as established commercial plazas. Lands are adjacent to developing mixed-use Shopping Area Place Type and Main Street Place Type areas on Hyde Park Road, as well as established mixed-use and commercial smart centres to the northeast. The conversion to Neighbourhoods place type, with recognition of the existing commercial plazas, would support the creation of a complete community as defined in The London Plan. Natural heritage features to the west, and the existing green space corridor and stormwater management pond bisecting a portion of the area would require evaluation and incorporation into any subsequent development proposals.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion is **recommended**.

3.2. Additional Areas Identified by Staff

3.2.1. 1525, 1557, 1579 and 1635 Fanshawe Park Road West

Staff are recommending conversion from Commercial Industrial Place Type to Neighbourhoods Place Type. The lands are approximately 6.71 hectares and are comprised of under-utilized parcels with existing Commercial Industrial uses. Staff note that existing lands to the north are designated Neighbourhoods Place Type but are isolated by the Urban Growth Boundary and with street frontage that is in the Commercial Industrial Place Type along Fanshawe Park Road West. The properties do not have any significant limitations related to future residential development and conversion would apply a consistent place type for the area.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

3.2.2. York Street Commercial Industrial Corridor between Maitland Street and Rectory Street (485 to 799 York Street, 564 to 654 York Street and 700 to 800 York Street)

Staff are recommending conversion from Commercial Industrial Place Type to Urban Corridor Place Type. The lands are approximately 10.94 hectares and are comprised of existing businesses with 95% of the properties used for commercial use. The corridor is not a key strategic area identified within the Industrial Lands Development Strategy and staff have not identified any constraints that would limit conversion to another land use. Based on the centralized location, Staff are recommending a conversion to Urban Corridor Place Type to encourage future mixed-use development. The Urban Corridor Place Type permits commercial use and would not create a significant number of non-conforming land uses following the proposed conversion.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

3.2.3. Light Industrial Area South of CN Rail, Maitland Street to Rectory Street

Staff are recommending conversion from Light Industrial Place Type to Commercial Industrial Place Type. The lands are approximately 20.74 hectares and are comprised of commercial, commercial industrial, light industrial, non-conforming residential homes, and vacant properties. The lands are not a key strategic area identified within the Industrial Lands Development Strategy and are currently underutilized. Staff are recommending a conversion to permit a broader range of commercial uses while continuing to permit the existing industrial use.

Recommendation: Based on the industrial land conversion evaluation criteria, conversion **is recommended**.

Staff are seeking Council endorsement for the inclusion of the above noted industrial land conversion recommendations in the Land Needs Assessment.

4.0 Consultation

Consultations on the Land Needs Assessment have to date focused on the methodology applied in the City's Vacant Land Inventory (VLI). The VLI includes various categories with density assumptions for vacant lands as well as the tracking of development applications as they move through the development applications process (or "development pipeline"). The VLI includes a category for lands designated for residential development where no application has yet been received. An update of the VLI is currently being updated to align with The London Plan.

Consultation with the development industry regarding the LNA and greenfield density assumptions has taken place through the Housing Supply Reference Group. The Reference Group has met approximately monthly for the past year.

Density assumptions are required to determine land area to accommodate the projected growth (i.e. the demand) as well as to determine the potential yield of existing vacant lands (i.e. the supply). Density assumptions in greenfield areas will continue to be reviewed in consultation with the development industry prior to the next report to Council. This subsequent report will include land demand and supply calculations.

Comments from the development industry received through the Housing Supply Reference Group have included: that additional opportunities for High Density Residential apartment developments should be identified in the greenfield areas in The London Plan; and, that the City should consider a land area contingency factor in calculating land requirements to meet the demand of projected population growth. Noting that a contingency factor would provide flexibility to address potential changes in greenfield lands' housing unit yields.

5.0 Conclusion and Next Steps

This report recommends reinitiating the Section 26 Official Plan Review using a phased approach. The Provincial Ministry of Municipal Affairs and Housing has indicated support for the City's phased approach. The first phase, which is currently underway, is a Land Needs Assessment to determine projected growth, land required to accommodate projected growth, and an evaluation of existing supply of land relative to land demands. The LNA will include Industrial, Commercial, Institutional and Residential land needs. The first phase of the Section 26 Review will also include related amendments associated with the Planning Horizon, Industrial Land Conversions, and related housekeeping amendments. The LNA supports the goals and policies of The London Plan as well as the City's Housing Target of 47,000 new units and other housing supply initiatives.

The following is a summary of next steps that will be taken related to the Official Plan Review and Land Needs Assessment:

- The Land Needs Assessment and evaluation of land supply against projected growth may result in a subsequent review of the Urban Growth Boundary.
- A second phase of the Official Plan Review will include conformity with other provincial policies and legislation. The subsequent phases are anticipated to take place following provincial approval of a new Provincial Planning Statement policy framework. If the matters to be considered through the Section 26 Official Plan Review change as a result of new provincial policies, then a special public meeting will be held before Council to discuss the scope.
- The Intensification Target will continue to be monitored and future changes may be recommended based on the outcome of these policy reviews and servicing and infrastructure projects.
- Upon Council direction on the accepted industrial land conversions for the City's land supply, bring forward to a future public meeting of the Planning and Environment Committee the associated amendments to The London Plan. The amendment will include changes related redesignation of industrial lands to applicable non-industrial Place Types.

Future reports to be brought forward for the consideration of the Planning and Environment Committee as part of the first phase of the Section 26 Review will include:

- Analysis of the City's existing land supply, including the Council-directed industrial land conversion areas, and an evaluation of land supply against the projected land demand.
- Any updates to land supply or demand based on ongoing consultations and updates to the City mapping or development tracking.
- Amendment to The London Plan related to the confirmed planning horizon.
- Recommendations regarding alternative directions for growth and possible initiation of an Urban Growth Boundary Review.

Land use permission, policy and servicing reviews associated with the Housing Accelerator Fund (HAF) are also being undertaken in parallel to the Land Needs Assessment. HAF projects that are anticipated to inform the Land Needs Assessment and land supply analysis include: a review of the Transit Village Place Type and a Heights Framework Review of The London Plan. Both projects are targeted for completion in Q2 of 2024. These HAF projects are also anticipated to contribute towards addressing concerns related to High Density Residential development opportunities, which were heard in consultations with the development industry at the Housing Supply Reference Group.

Prepared by: Brandon Coveney
Planner, Planning Policy (Growth)

Prepared by: Joanne Lee
Planner, Planning Policy (Growth)

Prepared by: Darcy Vander Pryt
Planner, Strategic Land Development

Reviewed by: Travis Macbeth, MCIP, RPP
Manager, Planning Policy (Growth)

Reviewed by: Justin Adema, MCIP, RPP
Manager, Long Range 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

BC/JL/DVP/bc/jl/dvp

cc Michael Tomazincic, MCIP, RPP
Manager, Strategic land Development

Stephen Thompson
Director, Economic Services & Supports

Appendix A: Industrial Land Conversion Evaluation
Appendix B: Industrial Conversion Areas Map

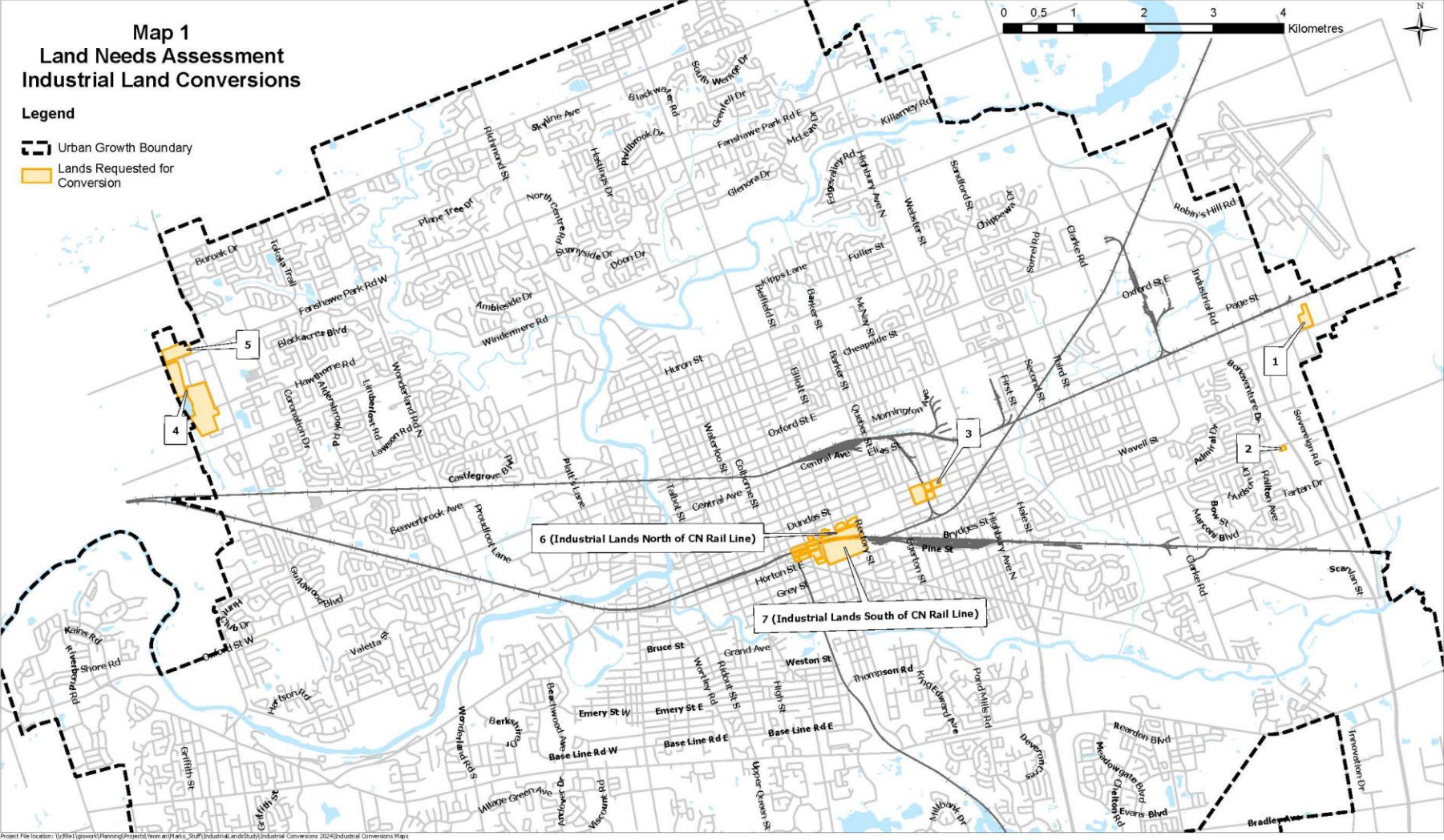
Appendix A – Industrial Land Conversion Evaluation

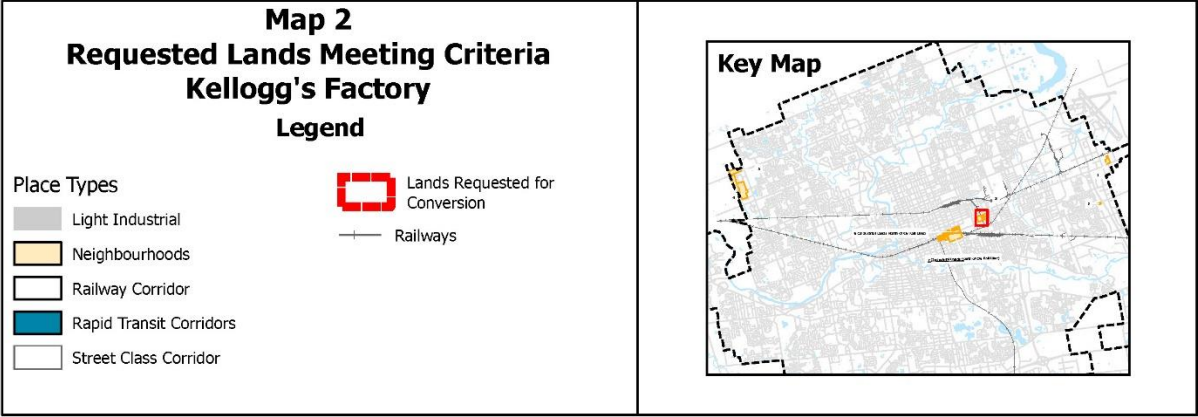
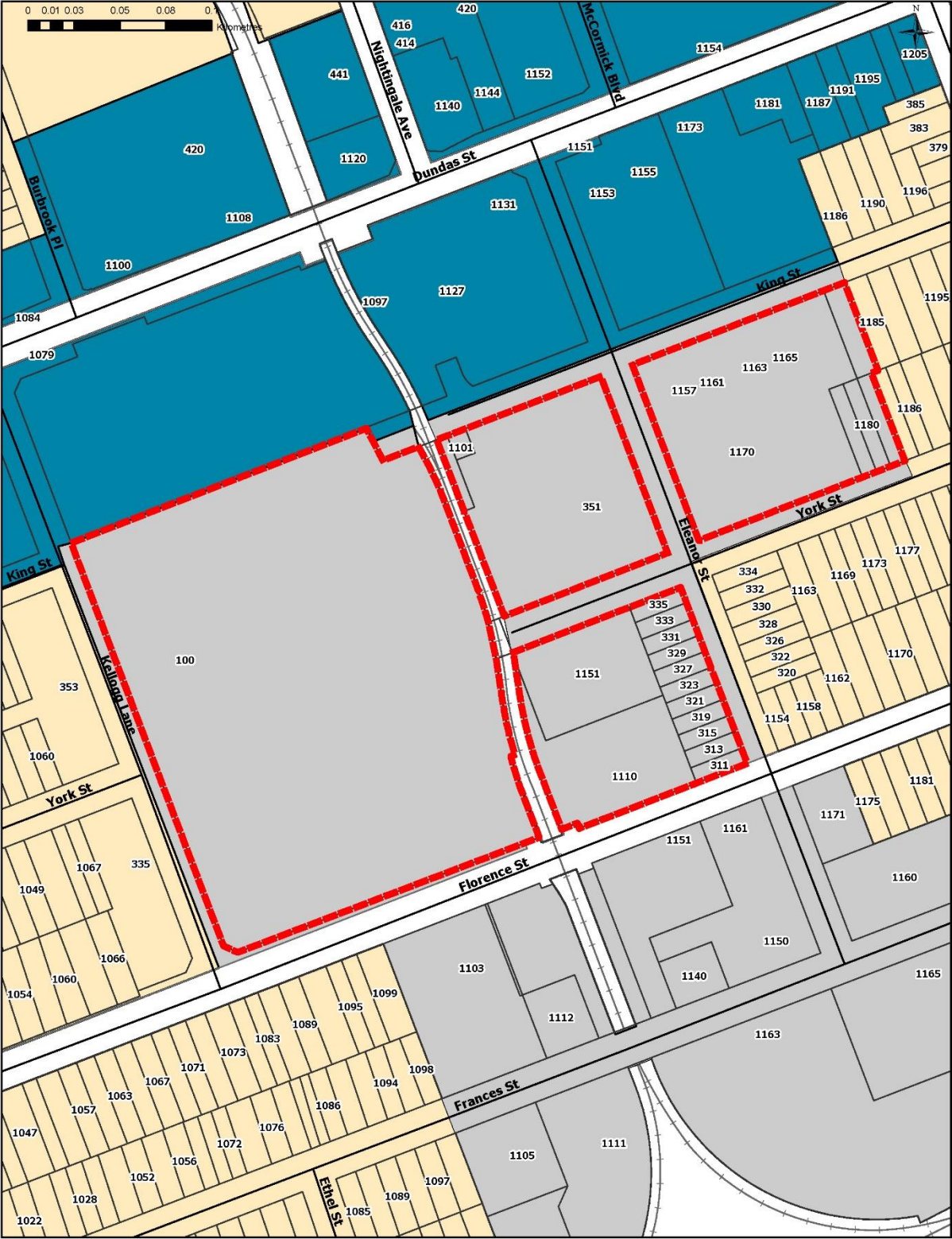
Evaluated Sites

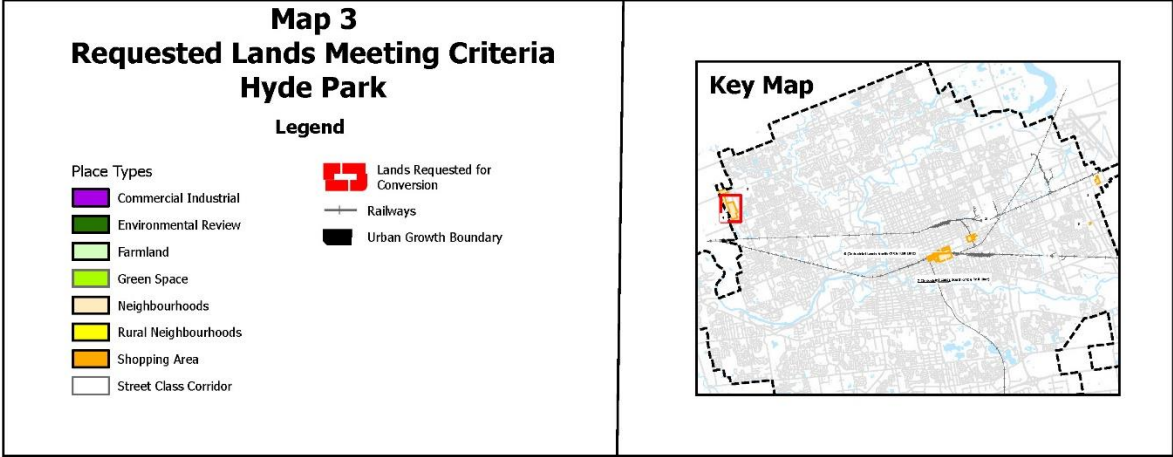
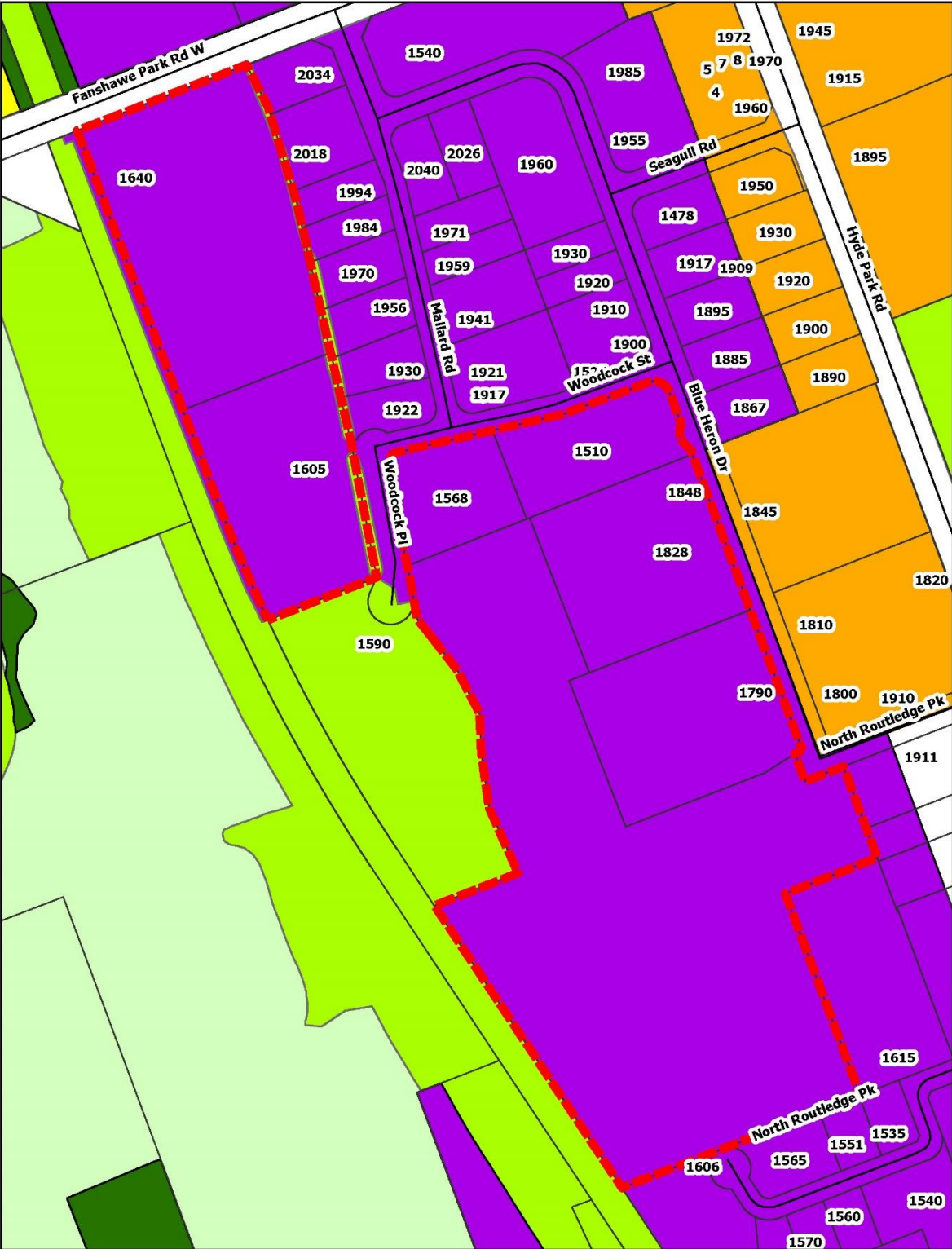
- 1) 2496 Dundas Street East
- 2) 2251, 2253 and 2257 Trafalgar Street
- 3) Former Kellogg's Factory Lands
- 4) Hyde Park Commercial Industrial Area
- 5) 1525, 1557, 1579 and 1635 Fanshawe Park Road West
- 6) York Street Commercial Industrial Corridor between Maitland Street and Rectory Street
- 7) Light Industrial Area South of CN Rail, Maitland Street to Rectory Street

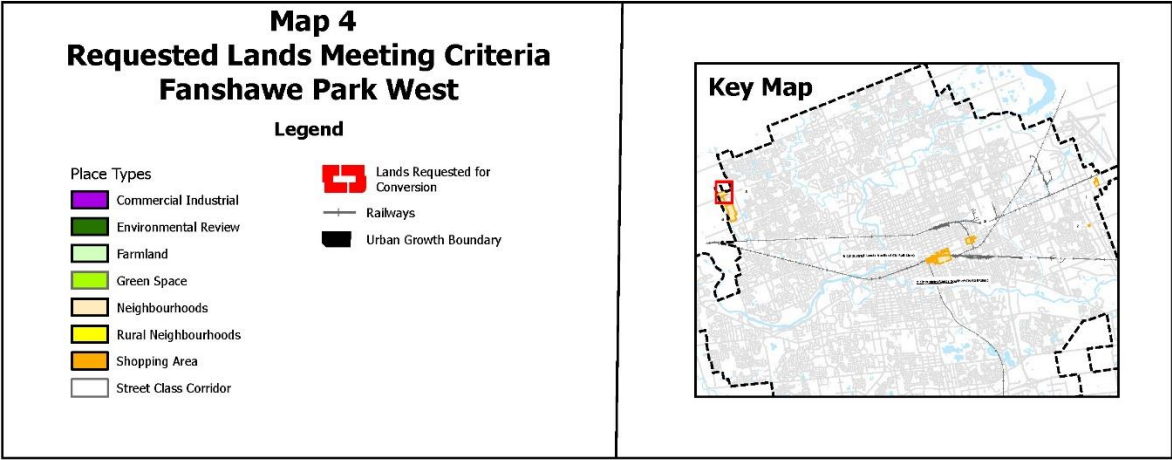
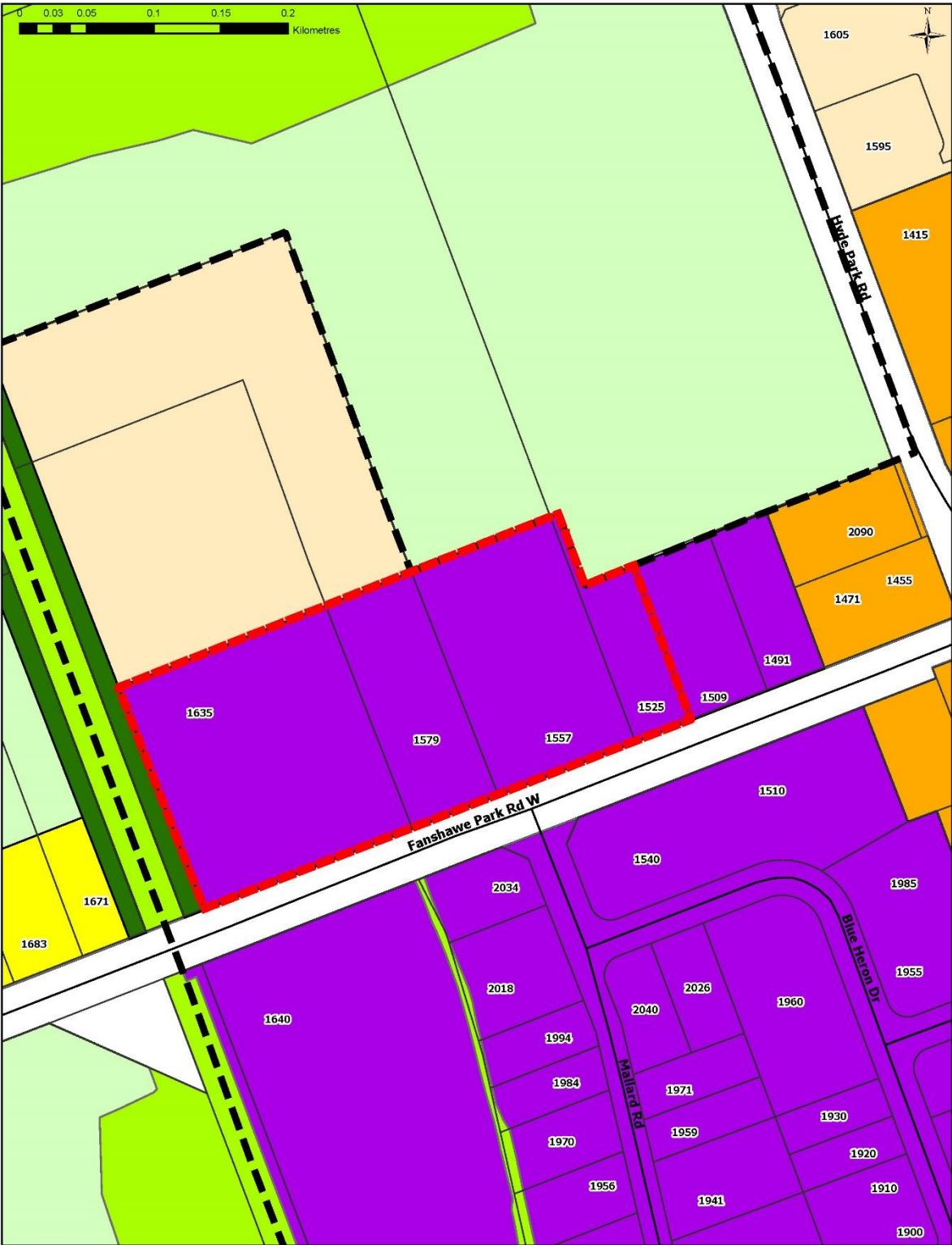
Criteria	1	2	3	4	5	6	7
Property not within Prime Industrial Land locations, as referenced in the ILDS, or other municipal/economic development initiatives	✓	X	✓	✓	✓	✓	✓
Property not required for long-term use as Industrial Lands	✓	X	✓	✓	✓	✓	✓
Would not preclude continued operation of existing industrial uses	✓	X	✓	✓	✓	✓	✓
Minimum Separation Distances are to be evaluated and no concerns identified	✓	✓	✓	✓	✓	✓	✓
Suitability/affordability of municipal servicing without significant constraints	X	✓	✓	✓	✓	✓	✓
Parcel size and/or potential suitability for land assembly	✓	✓	✓	✓	✓	✓	✓
Property does not demonstrate significant environmental constraint for reuse as another land use/Place Type (i.e. natural heritage system features, natural hazards, or significant brownfield contamination)	X	✓	✓	✓	✓	✓	X
Adequate street frontage for non-industrial use	✓	✓	✓	✓	✓	✓	✓
No major easements/corridors impeding development for non-industrial use	✓	✓	X	✓	✓	✓	✓
Property has sufficient depth/area to meet guidelines for development of sensitive uses in adjacency to railway operations (i.e. 2013 Federation of Canadian Municipalities/Railway Association of Canada guidelines)	✓	✓	✓	✓	✓	✓	✓
Sufficient setback from pipelines to ensure safety for non-industrial use	✓	✓	✓	✓	✓	✓	✓
Sufficient setback from airport operations to address airport noise exposure forecast (NEF) for non-industrial use	X	✓	✓	✓	✓	✓	✓
Presence of other non-Industrial uses adjacent to the property or within the same area of the Industrial Place Type	X	X	✓	✓	✓	✓	✓
Property demonstrates potential for long-term use as a non-Industrial Place Type	X	X	✓	✓	✓	✓	✓
Landowner interest in conversion to an alternative Place Type	✓	✓	✓	✓	X	X	X

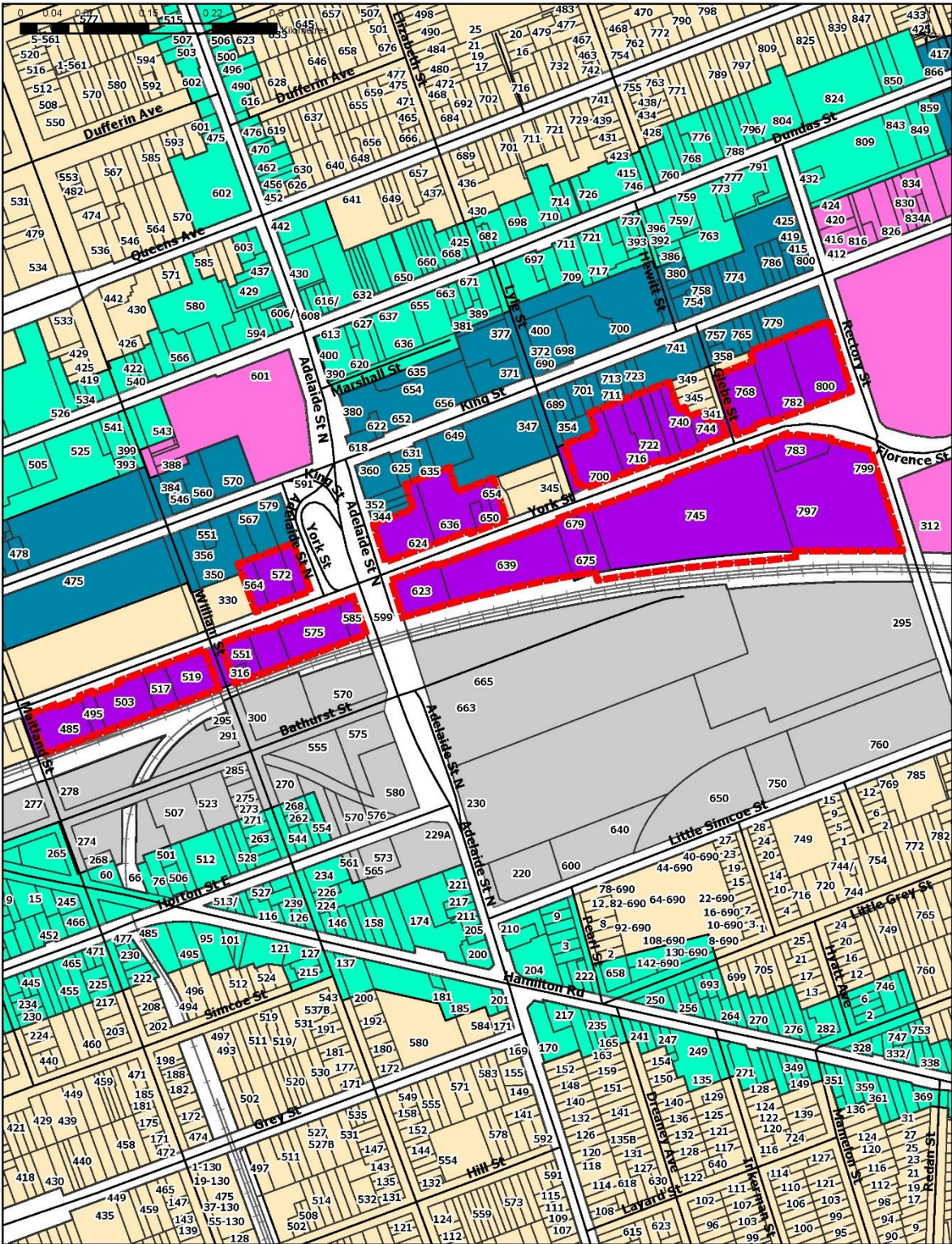
Appendix B - Industrial Conversion Areas Maps











Map 5
Requested Lands Meeting Criteria
York Street

Legend

Place Types

- Commercial Industrial
- Institutional
- Light Industrial
- Neighbourhoods
- Railway Corridor
- Rapid Transit Corridors
- Street Class Corridor
- Urban Corridors

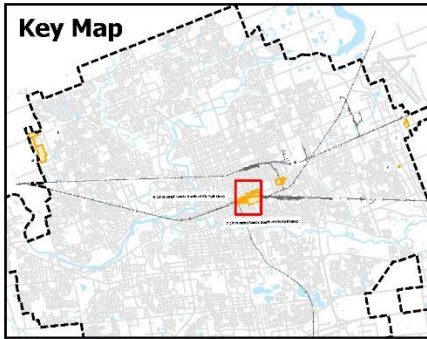


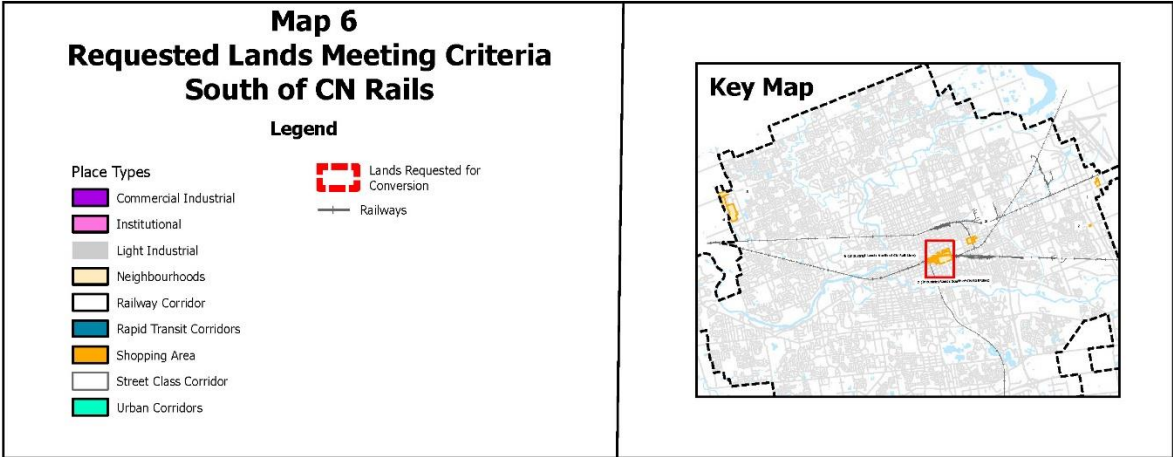
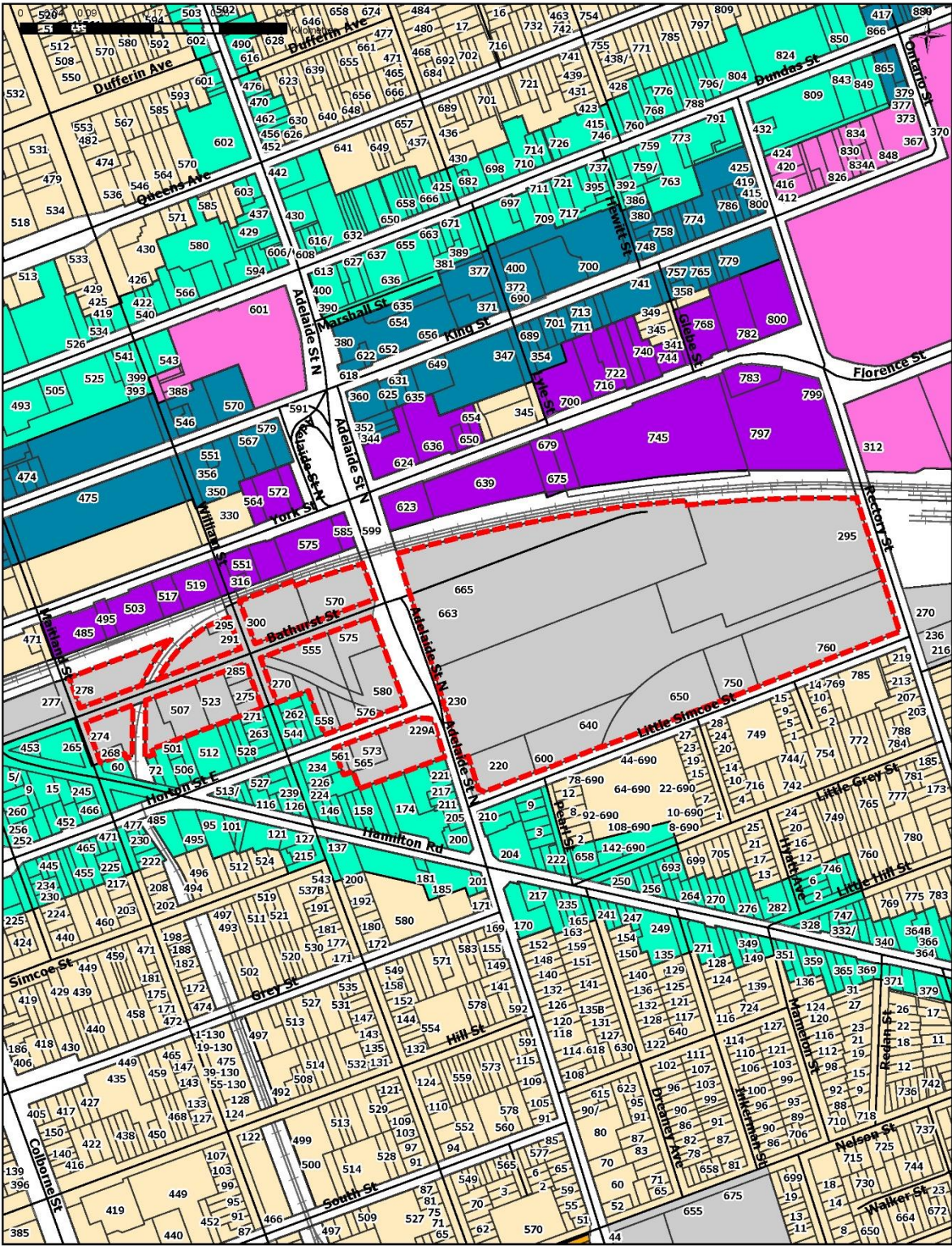
Lands Requested for Conversion

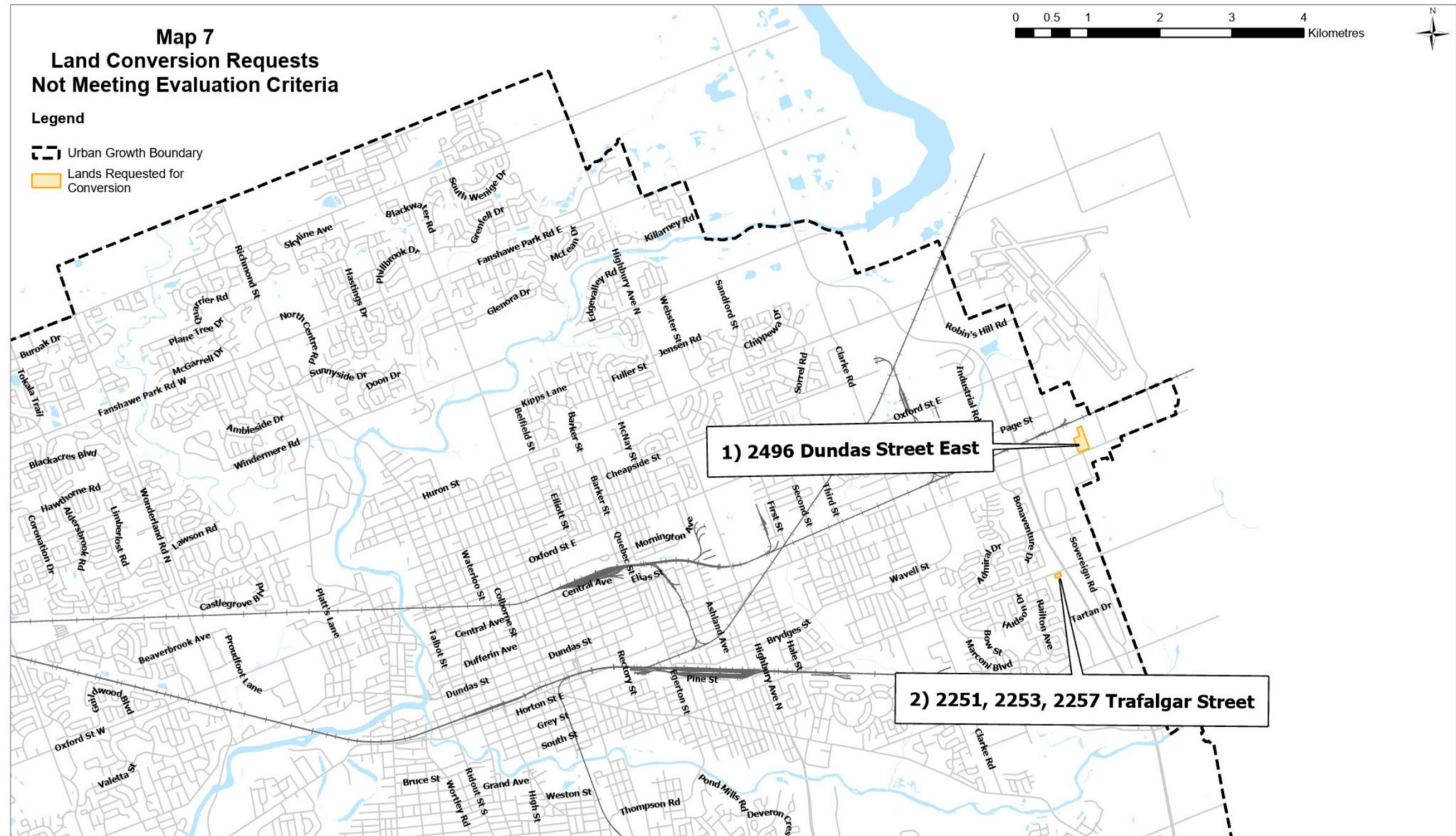


Railways

Key Map







Slide 1: Official Plan Review of The London Plan (O-9595)



City of London
March 19, 2024

Slide 2: Purpose of the Report

1. To seek Council direction on the Official Plan Review under Section 26 of the *Planning Act* to be reinitiated with the first phase prioritizing a Land Needs Assessment.
2. To incorporate industrial land conversions into the Land Needs Assessment.
3. Defer recommendation on 2496 Dundas Street and re-evaluate based on additional studies.
4. To apply 25-year planning horizon to the Land Needs Assessment.

Slide 3: Draft Provincial Planning Statement

- New draft PPS proposes several changes to planning policy, including:
 - Removal of reference to "Comprehensive Review"
 - Amended planning horizon
 - Amended definition of "Employment Areas"
 - Amended use of intensification targets
- Uncertainty around new PPS and matters to be considered in the Official Plan Review.
 - No updates provided to date.

Slide 4: Phased Official Plan Review being Re-initiated

Initial Phase

- Land Needs Assessment
- Associated amendments to The London Plan related to industrial land conversions and the planning horizon (pending Council approval)

Subsequent Phase

- Policy Conformity Review (following new PPS approval)

It being noted that:

- Phased approach will expedite the Land Needs Assessment process.
- Consistent with the modified approach for ReThink Zoning to advance phases related to Housing Accelerator Fund.

Slide 5: Planning Horizon

Proposed changes under new draft PPS:

1. "**Up to** 25 years" in 2020 PPS **to** "**at least** 25 years"
2. A minimum of **10 years** of residential land supply required in The London Plan (2014 PPS) **to** **15 years** in 2020 PPS and new draft PPS.

Recommended Planning Horizon consistent with both PPS'.

Recommended amendments to The London Plan:

- Amendment to change the planning horizon
- Other housekeeping changes (e.g., minimum years of land supply) as identified through Official Plan Review

Slide 6: Intensification Target

Current Intensification Target:

- The London Plan targets a minimum of 45% of all new residential units to be constructed within the Built Area Boundary (BAB).
 - New development within BAB in the form of infill, intensification or redevelopment.
 - Upgrades to infrastructure required for priority areas to support intensification.

Recommendation:

- Ongoing review of outcome of policy and infrastructure projects associated with the Housing Accelerator Fund.
- No change to the 45% intensification target at this time.

Slide 7: Industrial Land Conversions

Recommended for Conversion

- Former Kellogg's Lands and surrounding area
(north of Florence Street, Kellogg Lane to east of Eleanor Street)
- Hyde Park Commercial Industrial Area
(south of Fanshawe Park Road West and west of Hyde Park Road)
- 1525, 1557, 1579 and 1635 Fanshawe Park Road West
- York Street Commercial Industrial Corridor
(485 to 799 York Street, 564 to 654 York Street and 700 to 800 York Street)
- Light Industrial Area South of CN Rail
(Maitland Street to Rectory Street)

Slide 8: Industrial Land Conversions

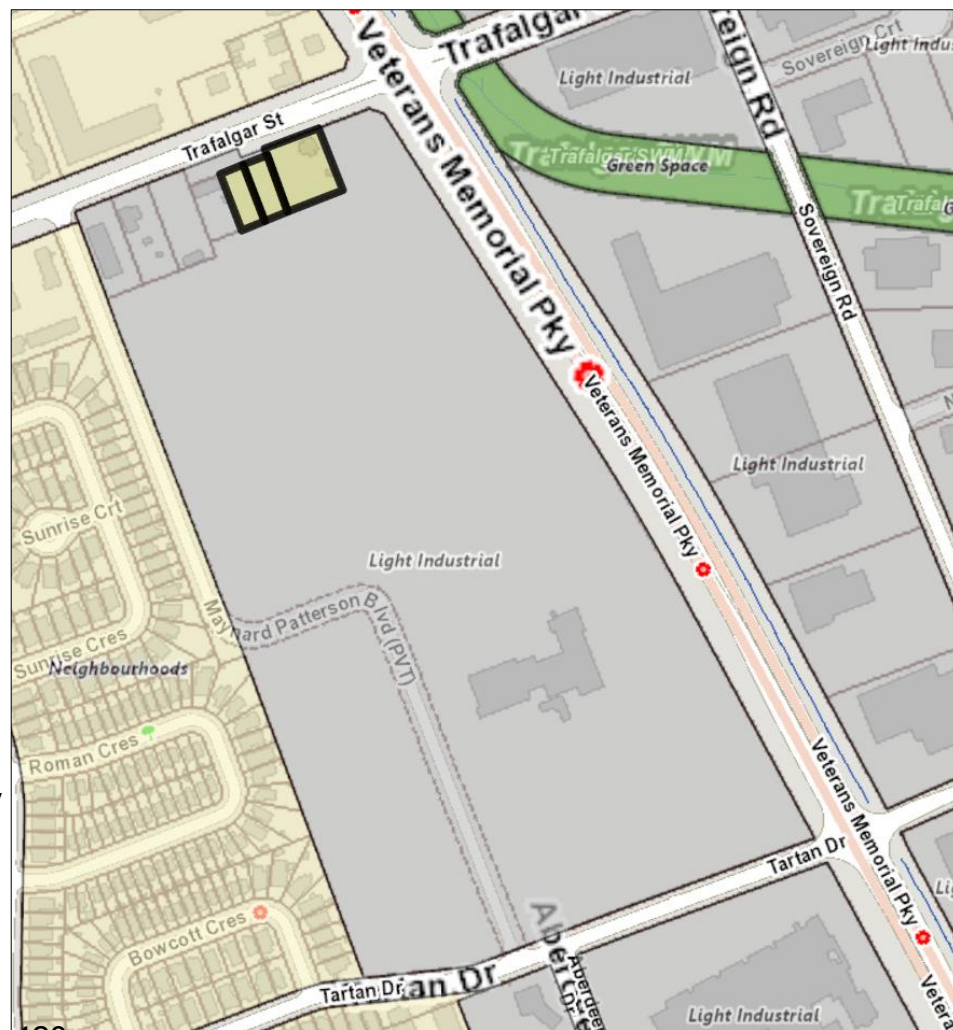
Re-evaluation of Requested Conversion

- 2496 Dundas Street
 - Property owner indicated that additional background materials have been prepared.
 - Staff recommending deferral of recommendation that is included in this report, and re-evaluation based on the additional materials.
 - Recommendation on 2496 Dundas Street to be brought forward in next Land Needs Assessment report to PEC.

Slide 9: Industrial Land Conversions

Not Recommended for Conversion

- 2251, 2253 and 2257 Trafalgar Street
 - 3 parcels designated Light Industrial Place Type.
 - Located in strategic Industrial area of Industrial Land Development Strategy (ILDS) along VMP corridor.
 - ILDS identifies area as key Economic Development and employment area for job growth.
 - Surrounded to south and east by former 3M lands.
 - Change may prevent or limit ability for larger block to develop for intended Industrial purposes.
 - Change to residential for increased residential development introduces additional land use conflict.



Slide 10: Next Steps

Official Plan Review:

- Complete Land Needs Assessment.
- Initiate second phase of the Official Plan Review following approval of a new Provincial Planning Statement (PPS).
- Monitor Intensification Target.

Future Reports to Committee:

- Re-evaluation of 2496 Dundas Street and evaluation of any additional Industrial sites requested for conversion.
- Updates to land supply or demand based on consultations and to the City mapping or development tracking.
- Amendment to The London Plan related to planning horizon and industrial land conversions.
- Recommendations for alternative directions for growth and possible Urban Growth Boundary review.

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: Official Plan Review of The London Plan and Land Needs
Assessment Update
File Number: O-9595
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Official Plan Review with Land Needs Assessment:

- (a) That Civic Administration **BE DIRECTED** to reinitiate the Official Plan Review which is consistent with Section 26 of the *Planning Act*, noting the review will be phased to prioritize a Land Needs Assessment in support of the City's housing supply initiatives;
- (b) That Civic Administration **BE DIRECTED** to incorporate the industrial conversions into the City's land supply of the Land Needs Assessment, with the exception of 2496 Dundas Street;
- (c) That the property located at 2496 Dundas Street **BE RE-EVALUATED** for consideration of possible industrial conversion and for possible amendment to The London Plan, noting that additional background materials are being submitted for evaluation;
- (d) That Civic Administration **BE DIRECTED** to apply the 25-year planning horizon to the Land Needs Assessment;
- (e) That Civic Administration **BE DIRECTED** to bring forward associated recommended amendments to The London Plan Amendment on clauses (b), (c) and (d), above, to a future public meeting of the Planning and Environment Committee; and
- (f) That this report **BE RECEIVED** for information.

Executive Summary

The purpose of this report is to seek Council direction on several matters regarding the Review of The London Plan and related Land Needs Assessment. First, it is recommended that the Section 26 Official Plan Review under the *Planning Act* be reinitiated as a phased review. The initial phase is to prioritize the ongoing Land Needs Assessment, which evaluates projected demand and existing land supply to support that projected growth. There is uncertainty related to the timing of the Province's approval of a new Provincial Planning Statement (PPS) therefore a second phase of the Section 26 Review would include conformity with provincial policy and would be scheduled following Provincial approval of the new policy framework. Following approval of the new PPS, a special public meeting before the Planning and Environment Committee will be held to scope the Section 26 Review relative to the Terms of Reference presented to Council in April 2023 and address the new PPS changes, accordingly.

Second, this report also seeks direction to incorporate a 25-year planning horizon as the basis for the Land Needs Assessment. The revised planning horizon would be

March 11, 2024

City of Planning and Environment Committee
c/o City Clerk's Office
pec@london.ca

Re: Hyde Park Industrial Land Conversion

I am the agent for the owners of three properties in the Hyde Park area: (1) York Developments; (2) Copp Realty and (3) C-Cubed Holdings. Their properties are shown on Figure 1, below.

The City has undertaken a review of industrial areas across London to evaluate the need and opportunity for conversion of vacant and underutilized industrial areas to more productive land uses. We have engaged in this process since it began and submitted our request for consideration of industrial land conversion to the Planning and Environment Committee on July 17, 2023.

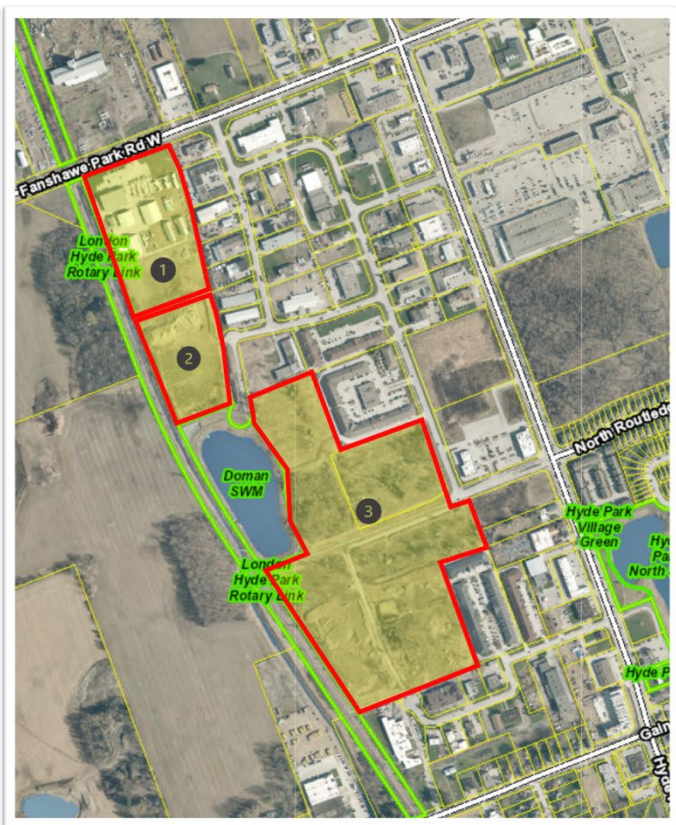
It is our understanding that these lands, shown in the attached materials, are to be recommended by Staff for conversion at the March 19th meeting of the Planning and Environment Committee. We are very appreciative of the work that Staff have undertaken, working together us, and we would like to formally agree with this recommendation and re-iterate to Planning Committee our request for such conversion.

The subject lands are located within an undeveloped portion of the Commercial Industrial Place Type in Hyde Park. My clients' lands represent 40% of the entire Commercial Industrial Place Type. Furthermore, they represent 25ha of developable vacant land that present an outstanding opportunity for the type of infill and intensification that City Council has been seeking and they are within walking distance of the Hyde Park power centre and Main Street.

As shown in the attached documents, there is an opportunity for designing and developing an exceptional medium-density, mid-rise residential neighbourhood on these lands, with the existing woodland and the large stormwater management pond as its focal point. As shown in the attached document, a residential neighbourhood at this location would benefit from the extensive grocery, retail, restaurant and service uses in the area as well as the existing trail system, existing parks and transit services at its doorstep.

Leaving these lands in the Commercial Industrial Place Type would not only undercut this opportunity for housing, but it would also be wasteful of land and costly infrastructure that is already in place. These lands have remained vacant under the existing Place Type for several decades, while other lands throughout Hyde Park have been almost fully developed out. Meanwhile, existing warehouse and wholesale buildings continue to be vacated and re-occupied with retail, service commercial and office uses. A large daycare has even moved into this area to occupy vacated space. Clearly, there is no demand, nor viability, for building new commercial industrial development at this location.

Figure 1
Proponents' Land Holdings



- 1 Lands owned by Copp Realty Corp
- 2 Lands owned by C-Cubed Holdings
- 3 Lands owned by York Developments

25ha



THE OPPORTUNITY



1,000+ new housing units to address London's housing crisis



Smart conversion – higher order use of valuable land at this growing urban location



Development of long-standing vacant land - 40% of Commercial Industrial Place Type is currently vacant



Capitalize on city's major investments in existing municipal infrastructure – roads, sewer, storm pond, pathways, etc.



Opportunity for a great new neighbourhood focused on woodland, pond & bike trail



New sustainable neighbourhood with 5-minute walk to employment and every-day needs



~2,500 more people to support commercial uses in the Hyde Park Hamlet & other Hyde Park businesses



Opportunity for dense missing middle without impact on adjacent neighbourhoods



Generate transit ridership in support of existing transit services

We have attached the materials that we have previously submitted to Staff, for Planning Committee's consideration. Once again, we appreciate Planning Staff's engagement with us throughout this process and we agree with their recommendation to convert these lands. We look forward to continuing our work with them through the process of amending the Official Plan to establish a Place Type that will allow for the development of a new medium density residential neighbourhood.

My clients have already begun the planning, design and engineering work for these lands and are anxious to begin the development process as soon as possible to bring this new housing to London as soon as possible.

Sincerely,

John Fleming, MCIP, RPP
Principal - City Planning Solutions
john@cityplanningsolutions.com
519-476-0071

cc: Heather McNeely – Director, Planning and Development
Justin Adema – Manager, Long Range Planning and Research
Travis Macbeth – Manager, Planning Policy (Growth Management)

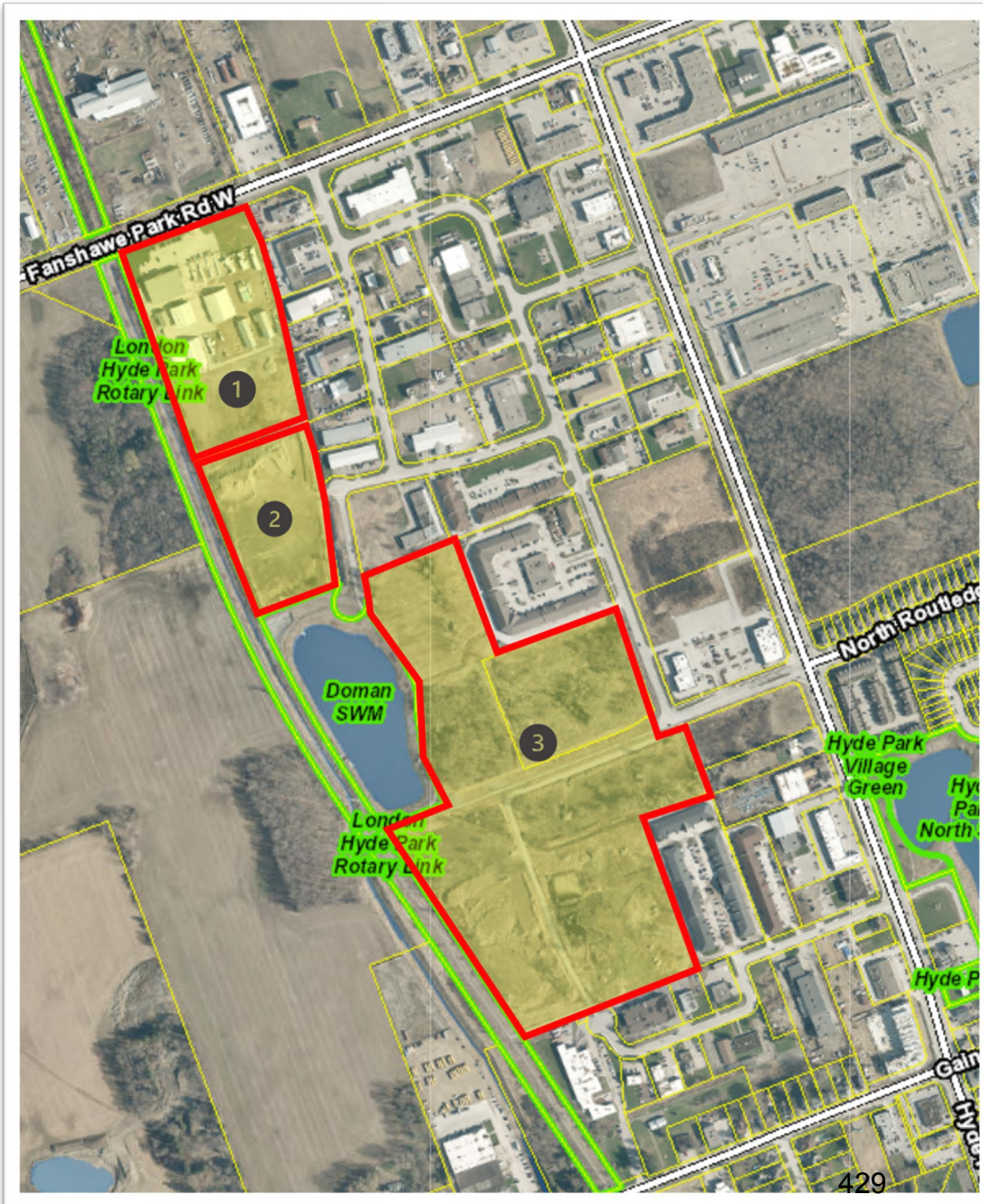
Hyde Park Industrial Land Conversion Presentation to Planning Staff

March 5, 2024

The case for industrial land conversion in Hyde Park

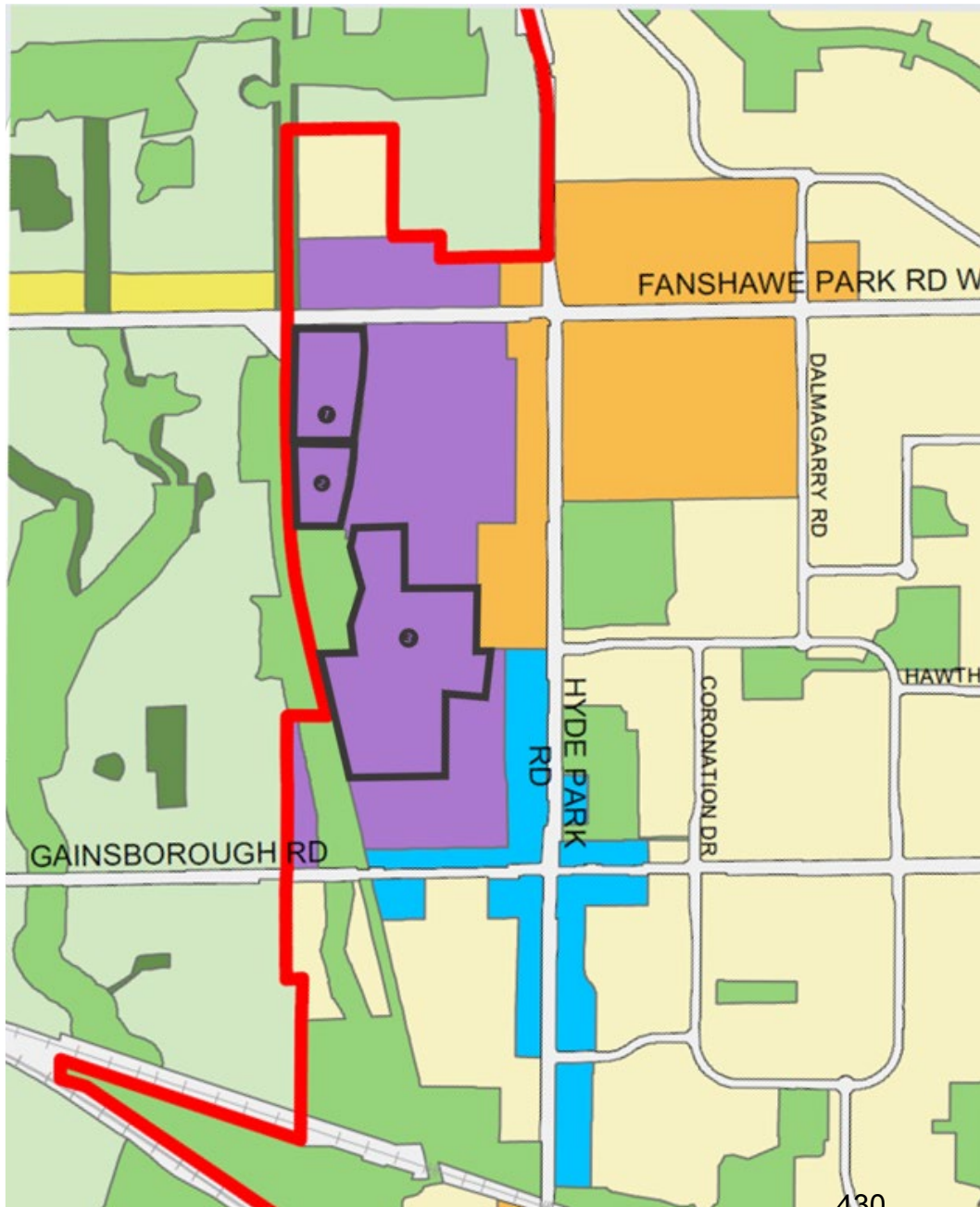
- ✓ New location for residential intensification – City is embarking on program to identify new growth nodes (HAF \$\$ to study opportunities such as this)
- ✓ Will create new housing supply – 25 ha of mid-rise/medium density housing
- ✓ Represents a major opportunity for building missing middle housing – mid-rise forms
- ✓ Lands are well-located close to “everything” – major power centre
- ✓ Opportunity to build highly sustainable development – with so many services in walking distance and transit infrastructure already in place
- ✓ Node has already been created at this location in the urban structure – largest (or 2nd largest) commercial node in the City
- ✓ High-rise residential has already been developed at this node – this is an opportunity to continue to intensify this node & use land more efficiently
- ✓ We are not asking for high-rise residential development – looking for mid-rise including towns, stacked, mid-rise apartments
- ✓ Excellent residential amenities nearby & on-site – pond, woodlands, trail, parks, daily needs and services
- ✓ Lands are large enough to establish a positive residential neighbourhood – with pond and woodlands as a focal point
- ✓ Servicing is already in place – sewer, water, storm, roads, transit
- ✓ Will support Hyde Park main street – add pedestrian activity from residential community in this area
- ✓ 70% of lands are vacant – if not residential, what is the long-term vision? More Commercial/Industrial development? Market isn’t demanding this type of development (industrial buildings have been re-purposed for office and commercial uses).
- ✓ Current designation will likely see these lands sit vacant – a waste of land that is serviced and could be used for residential purposes.
- ✓ The City is looking for ways to utilize existing lands for residential development – to avoid excessive expansion of the UGB
- ✓ Copp’s lands extend to Fanshawe Park Road and would interface with any urban growth boundary expansion to the north
- ✓ City is undergoing an Industrial Land Conversion Study – this is the right time to address the conversion
- ✓ This is not an employment area under the Planning Act – it is a commercial centre
- ✓ Re-designation of the subject lands can support longer-term transition of remainder of the commercial industrial area over time.





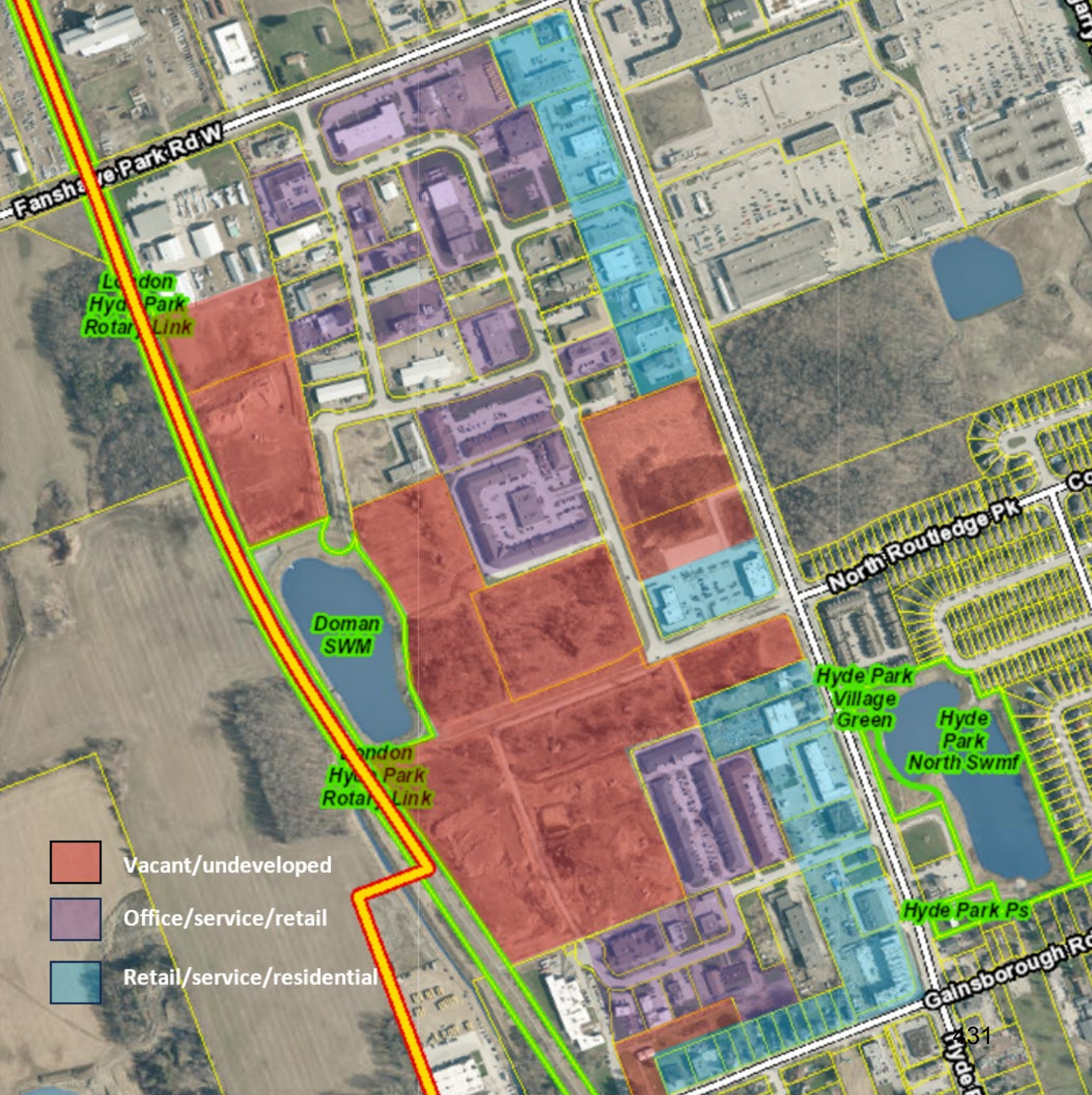
- ① Lands owned by Copp Realty Corp
- ② Lands owned by C-Cubed Holdings
- ③ Lands owned by York Developments

25ha



Proponent Landowners

The 3 parcels of the proponent landowners represent 40% of the entire Commercial Industrial Place Type



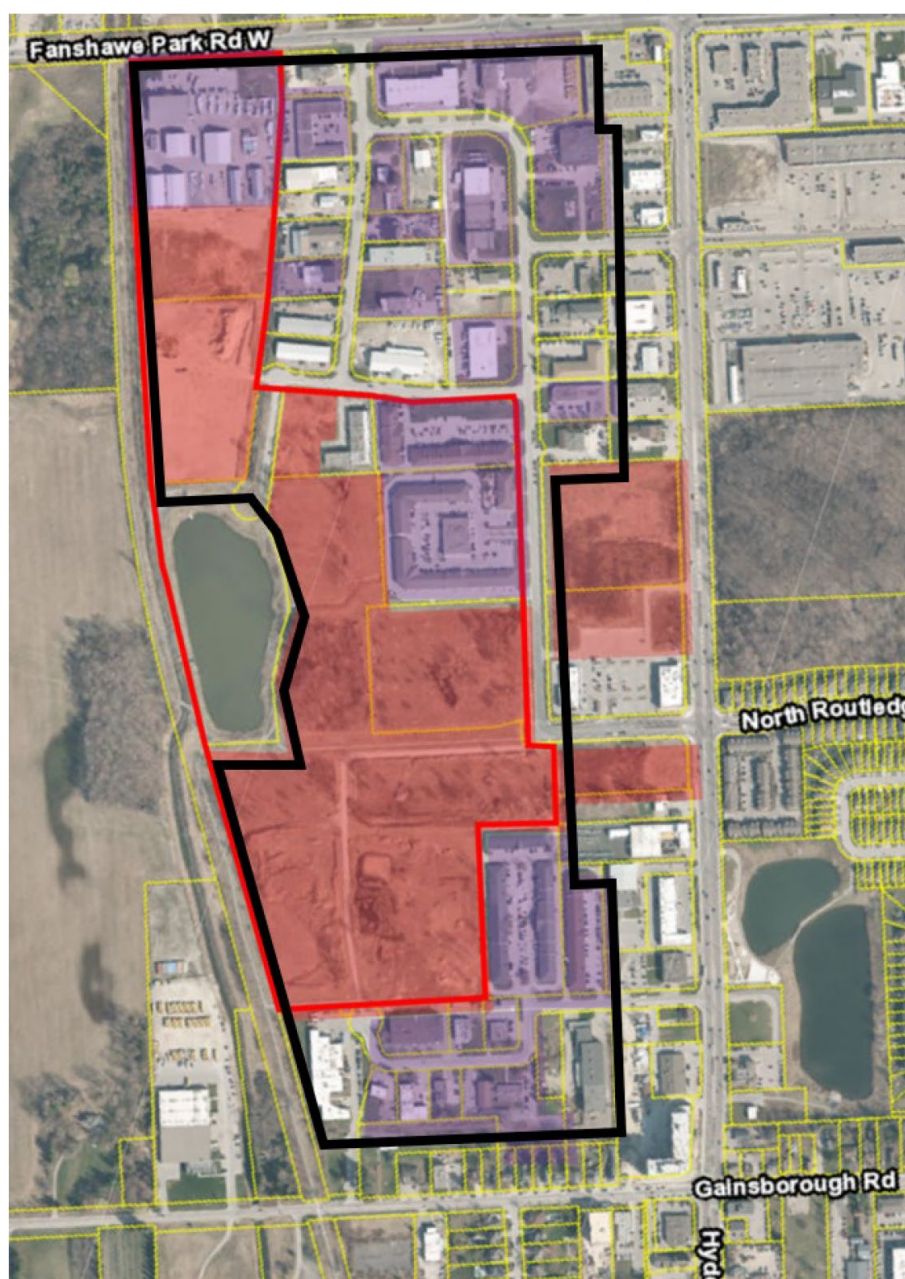
Survey of existing land uses

- Vacant/undeveloped
- Office/service/retail
- Retail/service/residential



Prevalent uses in the larger
Commercial Industrial
Place Type are retail,
service commercial and
office





Proposed Conversion Area

Red outline shows proposed industrial land conversion area

75% of conversion area is vacant land and remainder occupied by commercial uses

Figure 7 - Existing land uses in the Commercial Industrial (CI) Place Type. Black line is the boundary of the CI Place Type. Red boundary is area of proposed conversion to Neighbourhood Place Type. Purple shading represents primarily commercial uses (retail, service, office). Remaining parcels may have very light industrial character.

**Proposed
Conversion
Area**



Three Additional Properties

Three additional properties are proposed for conversion – commercial/office plazas and large daycare that will consolidate the neighbourhood area



Figure 4 – Boundary of proposed industrial land conversion 435

1 1568 Woodcock Street

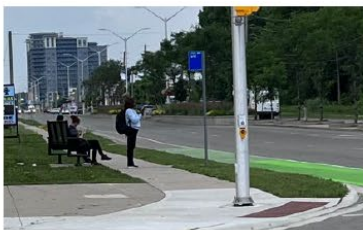
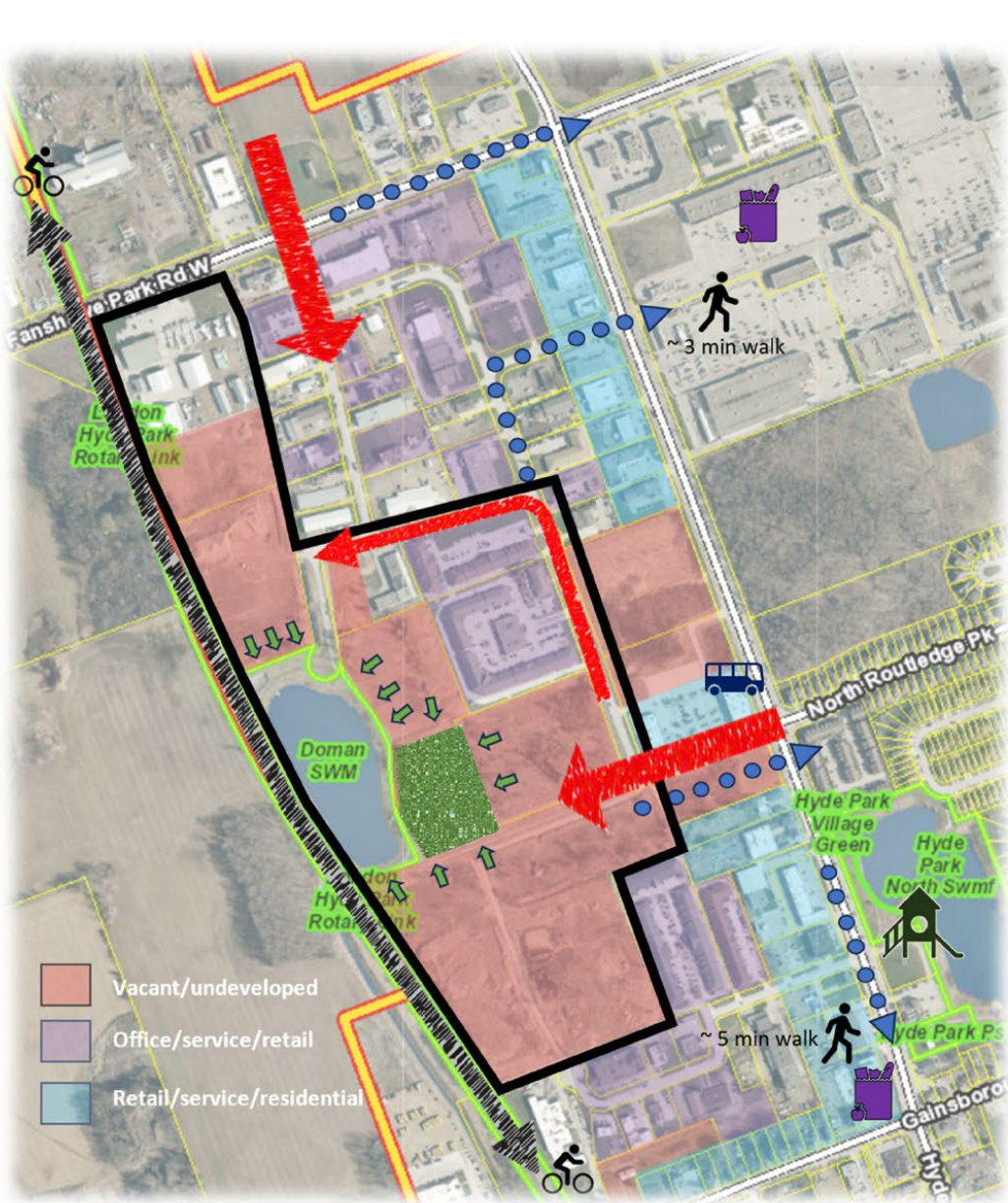


2 1510 Woodcock Street



3 1828 Blue Heron Drive

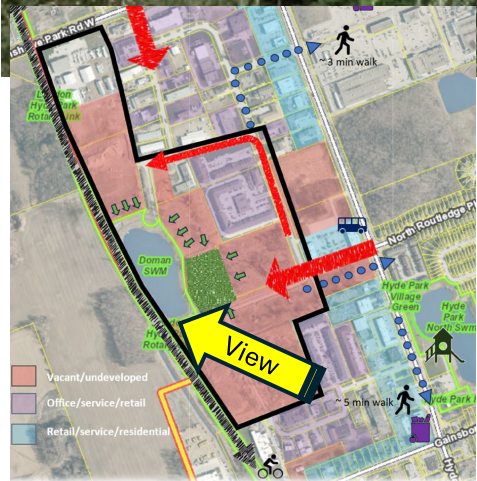




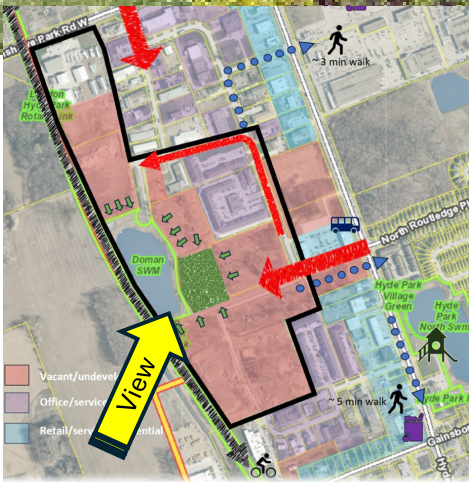
Opportunity for A High Quality Neighbourhood

- 25 ha large land holding to build community
- Central feature of storm pond and woodland
- Amenity of trail – cycling/walking trail
- Major park across Hyde Park
- Hyde Park commercial main street within 5 minute walk
- Natural setting across trail (to the west)
- Major power centre – retail, grocery, services within 5 minute walk
- Transit services
- Planted boulevard entrance existing – sense of arrival/gateway

Stormwater Management Pond
Focal Point Opportunity for Neighbourhood



Woodland in Green Space Place Type
Focal Point Opportunity for Neighbourhood

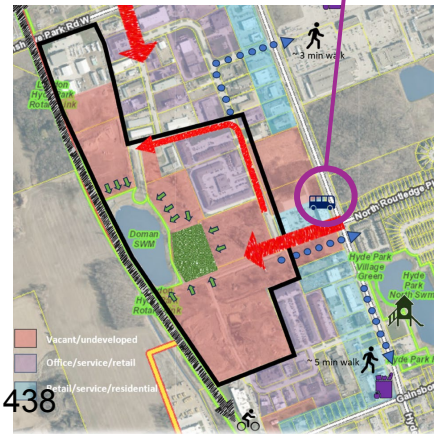
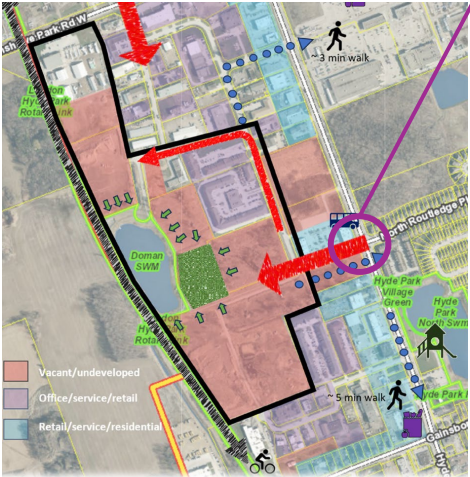




Entrance to North Routledge



Transit Infrastructure at North Routledge





Extensive trail infrastructure already in place





John Fleming, MCIP, RPP
Principal - City Planning Solutions

September 8, 2023

Mr. Travis Macbeth
Senior Planner
City of London Planning and Development
300 Dufferin Avenue
London, Ontario N6A 4L9

Planning Analysis - Request for Industrial Land Conversion to Neighbourhood Place Type

I am the agent for York Developments, Copp Realty Corp and C-Cubed Holdings who own approximately 24ha of land within the Commercial Industrial Place Type in Hyde Park. We are proposing the conversion of the existing Commercial Industrial Place Type to a Neighbourhood Place Type that would apply to these lands, as well as three additional properties as shown in Figures 4&5 of this report. We are proposing a specific policy for the Neighbourhood Place Type to allow for mid-rise, mixed-use forms of housing on the entirety of these lands. This conversion would allow for dense "missing middle" housing, in an ideal location, without impact on adjacent neighbourhoods.

THE OPPORTUNITY



1,000+ new housing units to address London's housing crisis



Smart conversion - higher order use of valuable land at this growing urban location



Development of long-standing vacant land - 40% of Commercial Industrial Place Type is currently vacant



Capitalize on city's major investments in existing municipal infrastructure - roads, sewer, storm pond, pathways, etc.



Opportunity for a great new neighbourhood focused on woodland, pond & bike trail



New sustainable neighbourhood with 5-minute walk to employment and everyday needs



~2,500 more people to support commercial uses in the Hyde Park Hamlet & other Hyde Park businesses



Opportunity for dense missing middle without impact on adjacent neighbourhoods

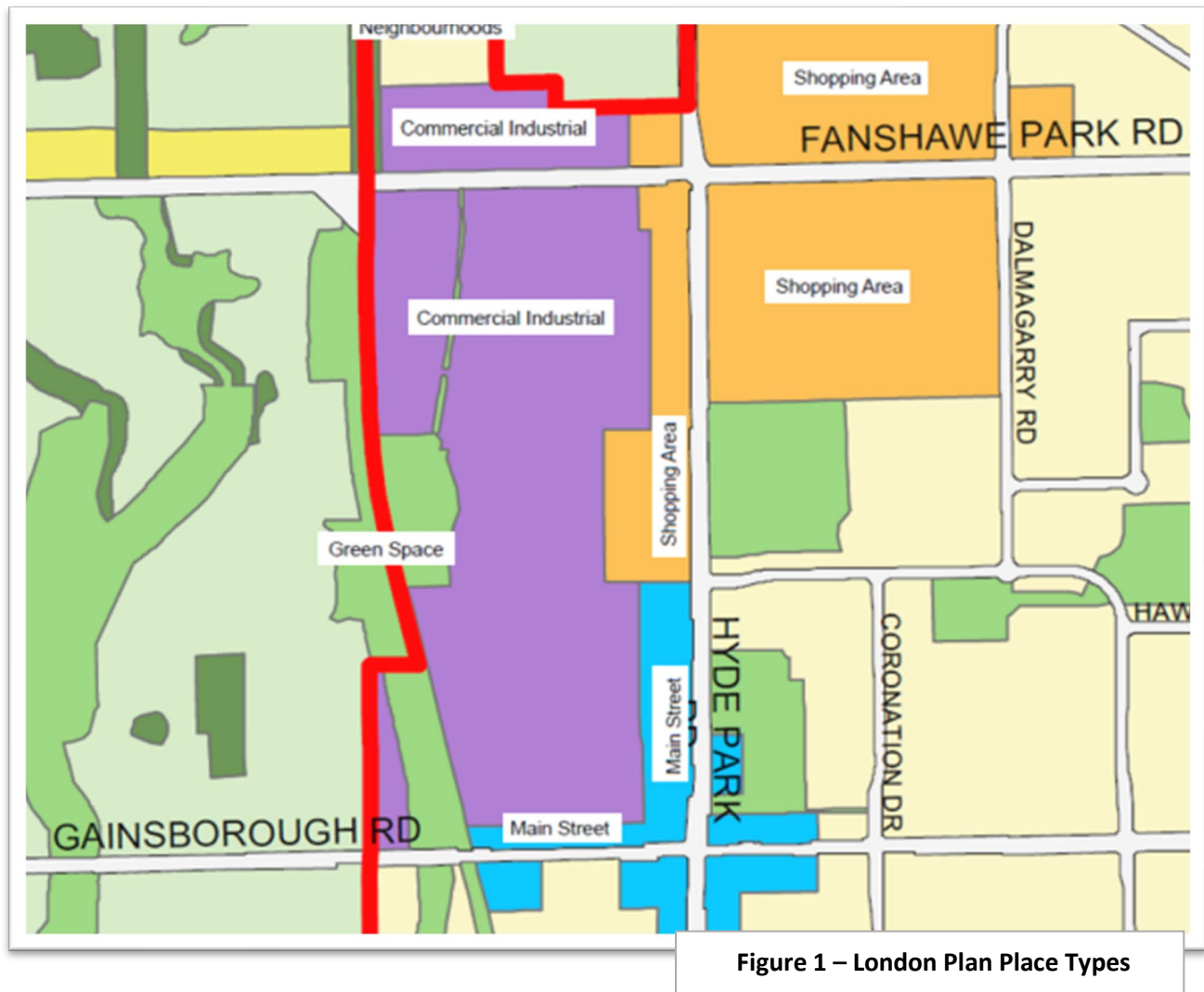


Generate transit ridership in support of existing transit services

BACKGROUND

The Commercial Industrial Place Type

Figure 1 shows the Commercial Industrial Place Type (London Plan designation) that is the subject of this request. It is west of the Shopping Area and Main Street Place Types fronting Hyde Park Road and north of the Main Street Place Type fronting Gainsborough Road. The Commercial industrial Place Type covers just over 60ha of net land area.



The Commercial Industrial Place Type is intended to accommodate a mix of commercial and light industrial uses that are compatible with one-another. The range of light industrial uses is limited and does not include those that would impose significant impacts from noise, vibration, odours or emissions.

Lands Owned by York, Copp & C-Cubed

Figure 2 shows the lands owned by York Developments, Copp Realty Corp and C-Cubed Holdings (referred to as the landowners in the remainder of this document) within the Hyde Park Commercial Industrial Place Type. These lands are approximately 24ha in size and represent approximately 40% of the total land area in this Place Type.

The York Developments and C-Cubed Holdings sites are entirely vacant, while approximately 1.7ha of the Copp Realty Corp site is vacant. This represents a total vacant land area of approximately 21ha.

Figure 3 shows the landholding boundaries superimposed on the Commercial Industrial Place Type.

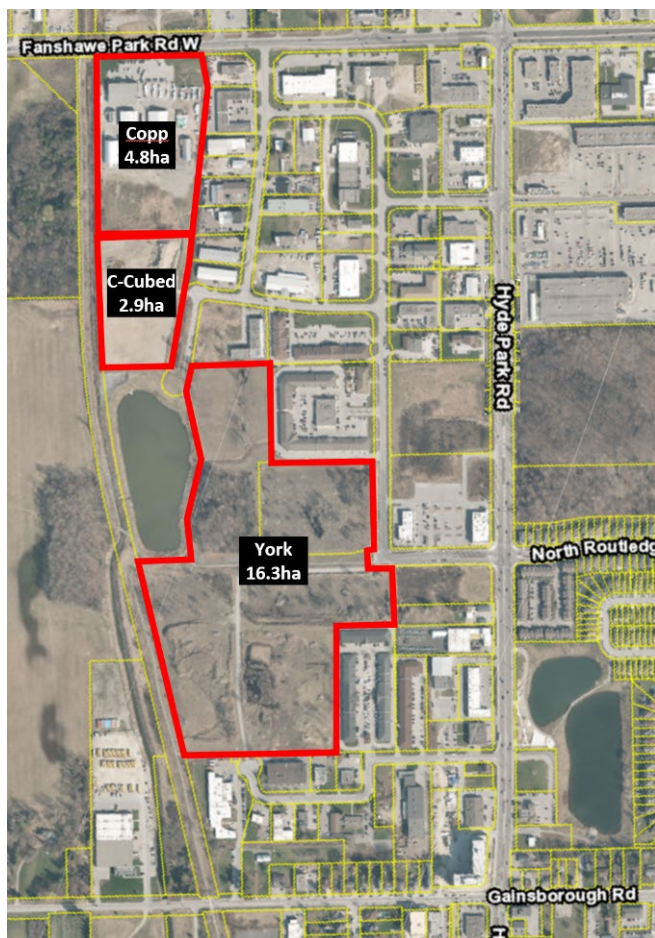


Figure 2 - Lands owned by landowners that are the subject of this industrial land conversion request.

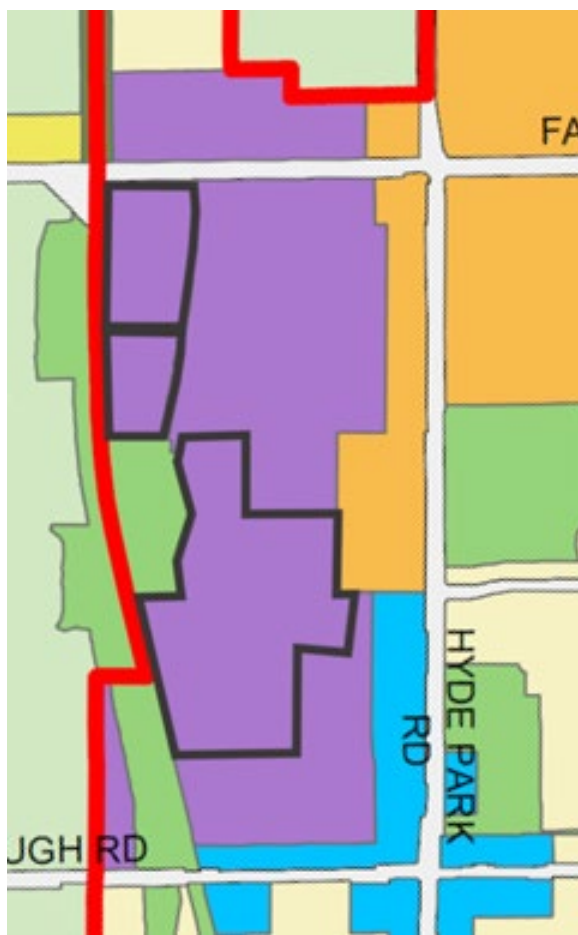


Figure 3 - Landowner property outlines superimposed over the Commercial Industrial Place Type.

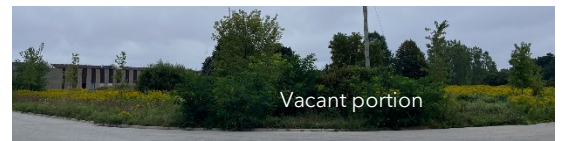
REQUESTED CONVERSION

Figure 4 shows the area being proposed for industrial land conversion. While the stormwater management pond is included in this boundary, it would remain in its current Green Space Place Type. Excluding the stormwater management pond, the area outlined in red amounts to approximately 30ha - which is approximately 50% of the entire Commercial Industrial Place Type.



Figure 4 - Boundary of proposed industrial land conversion

1 1568 Woodcock Street



2 1510 Woodcock Street



3 1828 Blue Heron Drive



Figure 4 shows the three additional properties within the proposed conversion area, that are not owned by the landowners (1828 Blue Herron Drive and 1510 and 1568 Woodcock Street). These three properties are occupied by a warehouse/wholesale use, two commercial plazas and a large daycare building. A portion of one of these properties is vacant land. None of these properties contain industrial uses nor outdoor storage. These three properties amount to approximately 5.1ha of land area.

Figure 5 shows the current assignment of Place Types on “Map 1 - Place Types” of the London Plan. It also shows how the Place Types would be changed under the proposed industrial land conversion. Approximately 30ha of land would be re-designated from the Commercial Industrial to the Neighbourhood Place Type. Approximately 70% of that land would be vacant and ready for development to accommodate new housing. The remaining 30% of this land could continue with their current land uses, but would be provided the option and opportunity of developing their lands for mixed-use residential uses in the future.

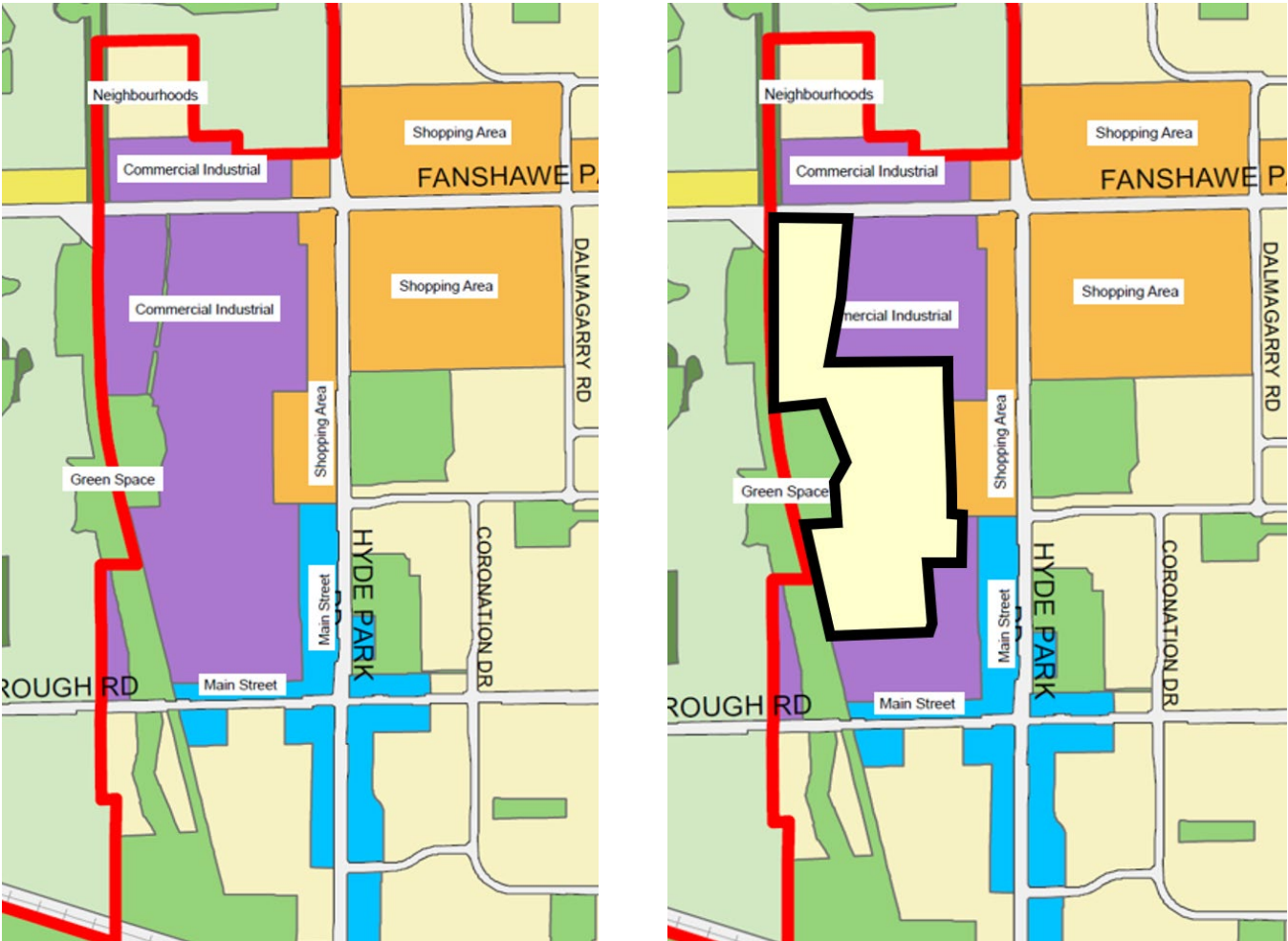


Figure 5 - The left panel shows the existing Commercial Industrial designation, and the right panel shows the proposed industrial land conversion.

Proposed Special Policy - Recognizing the Unique Opportunity for Intensification

It is rare to have an expanse of land within the built-up area of the city that is suitable for 30ha of residential infill and intensification. Even more rare is for an intensification opportunity to be located such that it will not have an impact on a surrounding residential neighbourhood. However, this is the situation on the subject lands. There are no residential neighbours that would be impacted by the development of these lands, and this means that significant intensification could be accommodated without concerns of height, overlook, shadowing, traffic generation on existing residential streets, and other potential impacts that typically raise concerns.

These lands are also located in an area that is already serviced by expensive municipal infrastructure (discussed further below). Transit services are nearby. Importantly, there is a major power centre to the east of these lands which would supply a significant amount of employment and every-day goods and services to residents within walking distance. There is also the Hyde Park Hamlet and commercial corridor that would benefit from the disposable income of a significant near-by population.

It would represent poor planning to squander this unique opportunity for intense forms of residential development at this location with unnecessary planning constraints.

The London Plan allows an upper maximum of 6 storeys of height in the Neighbourhood Place Type where lands are on an Urban Thoroughfare and up to 8 storeys of height within Central London. However, given that the subject lands would not be located on major streets and are not located within Central London, the Neighbourhood Place Type would limit development 3 storeys. Furthermore, triplexes, fourplexes, stacked townhouses and mid-rise apartment buildings would not be permitted.

In my opinion, this standard height restriction of the Neighbourhood Place Type would represent a significant opportunity lost for building important new housing on this exceptional intensification site.



Figure 6 - Almost-completed mixed-use, mid-rise development at Gainsborough Road and Hyde Park Road south and east of the subject lands.

The Shopping Area Place Type to the east of the subject lands would allow for an upper maximum height of 6 storeys. Similarly, the Main Street Place Type to the east and south of the subject lands would allow for an upper maximum height of 6 storeys.

We are proposing a specific area policy for these lands to allow for mixed-use residential buildings of up to 8 storeys. This will recognize the unique opportunity presented by this site, take advantage of existing municipal servicing, support nearby commercial uses, provide for a sustainable form of development within easy walking distance of every-day goods and services and avoid unnecessary constraints to augmenting London's housing supply.

This level of intensity would provide the financial basis for developers to construct the "missing middle" – the elusive mid-rise form of housing that requires a critical mass of units to be feasible for development. Similarly, allowing for mixed-use residential buildings of up to 8 storeys could create the required financial incentive to redevelop the lands that are already developed for commercial uses within the proposed conversion area.

We do not think it is appropriate to exclude the proposed specific policy at this time, with the intention that developers apply for an Official Plan amendment on a case-by-case basis. This would be costly and inefficient to both the development community and the City and would not signal the City's desire to support significant intensification on this unique site. It would eliminate, rather than introduce, incentive for the intensification of this site and the development of a significant amount of housing on these lands.

The following specific policy is proposed for the Neighbourhood Place Type:

Within the Neighbourhood Place Type located south of Fanshawe Park Road West, west of Hyde Park Road, north of Gainsborough Road and east of the Urban Growth Boundary, buildings up to 8 storeys in height may be permitted on any street classification. Mixed use buildings may also be permitted on any street classification, with retail, service or office uses on the ground floor. Existing uses will continue to be permitted.

It should be recognized that the allowance of up to 8 storeys does not mean that all development on the subject lands will achieve this height. It will simply allow for this opportunity.

PLANNING EVALUATION CRITERIA

City Planning Staff prepared and distributed a series of planning evaluation criteria by which proposals for industrial land conversion will be measured. The following addresses each of them and demonstrates that the proposed conversion, and associated specific policy, is desirable and represents good planning.

1. Property not required for long-term industrial use & not in prime industrial land location

The 1989 Official Plan identified the subject lands as "Light Industrial". However, the proliferation of non-industrial uses into this designated Light Industrial area was recognized within the 2016 London Plan, whereby the new Commercial Industrial Place Type was applied.

As noted above, 70% of the lands covered by the proposed industrial land conversion are vacant and not serving an industrial purpose. They have remained vacant for a very long period of time, even as the Hyde Park area has experienced substantial growth. The industrial functions that once

occupied the surrounding area have generally left for other parts of the city, as it has lost its amenity for industrial uses. Commercial uses of various types have overtaken much of the area and it would be unviable for an industrial use with noise, odour, vibration or emission impacts to operate here.

These lands do not have long-term amenity for industrial purposes as they are located far from major highways. The surrounding streets are congested with commercial traffic and difficult to access by truck. These lands are not within the City's long-term industrial plans and are not identified in any city documents as "prime industrial land locations".

2. Change to non-industrial uses would provide adequate buffering to existing industrial uses

As noted above, there are very few industrial uses remaining in the Commercial Industrial Place Type and there is an abundance of commercial uses. These include uses such as:

- Large daycare
- Health and wellness clinics and offices
- Gym and fitness uses
- Performance training facilities for dance, gymnastics and hockey
- Offices of various kinds - with a large number of home builder and developer offices
- Home improvement product sales and administration offices
- Electronics and printing shops

Those uses that have some extremely light industrial characteristics (likely Class 1 under the province's D-6-1 Industrial Categorization) such as:

- Warehousing and outdoor storage yards
- Automotive service and repair
- Home improvement services - plumbing, countertops, glass
- Pool supplies, landscaping and irrigation systems

During several site visits, there was no evidence identified of noise, vibration, odours or emissions. Most of the properties were well kept with upgraded landscaping and a building design that is in keeping with most commercial areas in the City.

Based on two site visits, Figure 7 was prepared to show an overview of existing uses in the area. The purpose shaded parcels are primarily commercial in character. They operate like any other commercial use that is traditionally located within and surrounding residential communities.

In response to this evaluation criterion, it can be said that there are very few industrial uses left in this area to buffer. D-Series Guidelines can be implemented in future zoning amendments and site plan applications to identify and address any specific noise impacts. While it will be addressed in more detail in subsequent planning processes, it can be anticipated that mitigation of any such impacts could be addressed at the receiving site through typical means, such as air conditioning, appropriate window glazing, etc. It is noteworthy that the C-Cubed lands and the Copp Realty lands are physically separated from the properties to the east by vegetated culvert.

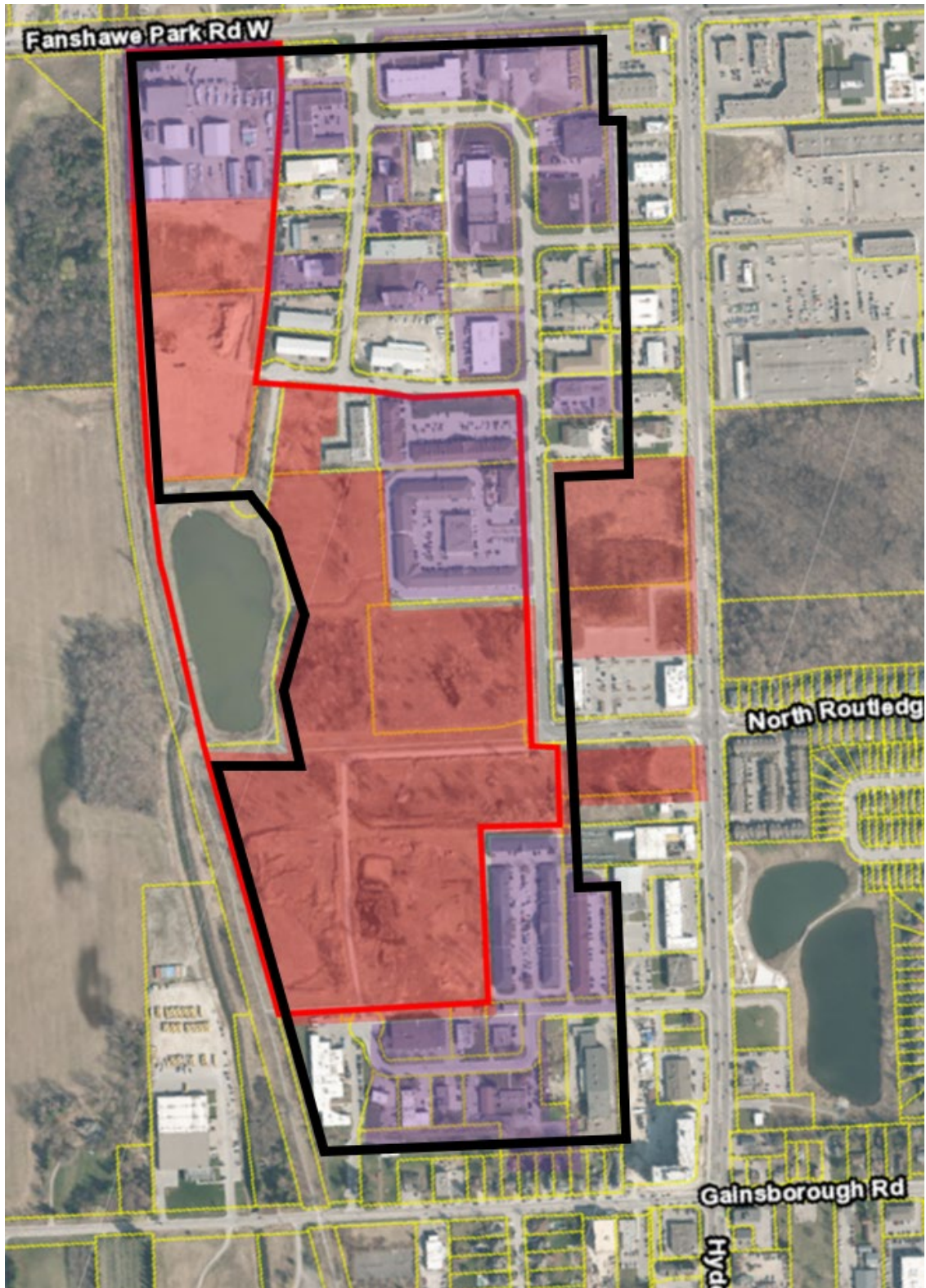


Figure 7 - Existing land uses in the Commercial Industrial (CI) Place Type. Black line is the boundary of the CI Place Type. Red boundary is area of proposed conversion to Neighbourhood Place Type. Purple shading represents primarily commercial uses (retail, service, office). Remaining parcels may have very light industrial character.

3. Presence of other non-industrial uses adjacent to the property or within the same area

As noted above the majority of the uses within this area are not industrial in character. Through the London Plan process, this area was re-designated from Light Industrial to Commercial Industrial, recognizing that the area was losing its industrial character and transitioning to a more commercial character.

Below are illustrative photos of uses in the area, demonstrating their non-industrial character.



4. Suitability and affordability of municipal servicing without significant constraints

A significant benefit of developing the subject lands for mid-rise residential uses is that the area is already serviced. Significant investment has already been put into existing infrastructure such as:

- Major road improvements to Hyde Park Road (\$40M)
- Traffic lights at North Routledge Park
- Water, sanitary and stormwater sewerage infrastructure
- Large stormwater pond
- Wide local roads, sidewalks and landscaping within the existing commercial subdivision
- Nearby Hyde Park Village Green with extensive infrastructure
- Transit services on Hyde Park Road and at the Hyde Park power centre
- On-road cycling infrastructure
- Recreational bicycle path - extensive multi-use pathway including bridge (London Hyde Park Rotary Link)
- Tree planting and planted centre medians

Conversion of these industrial lands to allow for mid-rise, mixed-use development will capitalize upon municipal servicing – a major financial benefit to the City and good use of existing resources.



5. Parcel size and configuration for land assembly and potential for non-industrial Place Type

The lands proposed for redevelopment are large – 30ha. Figure 8 shows the extent of the proposed conversion within the black line. It shows a high-level community framework, including the focal point established by the pond and woodland, the multi-use pathway, major entranceways (North Routledge Park has a planted centre median), transit services, the Hyde Park Village Green and pedestrian linkages to the nearby Hyde Park Village Hamlet, Hyde Park commercial corridor and the commercial power centre.

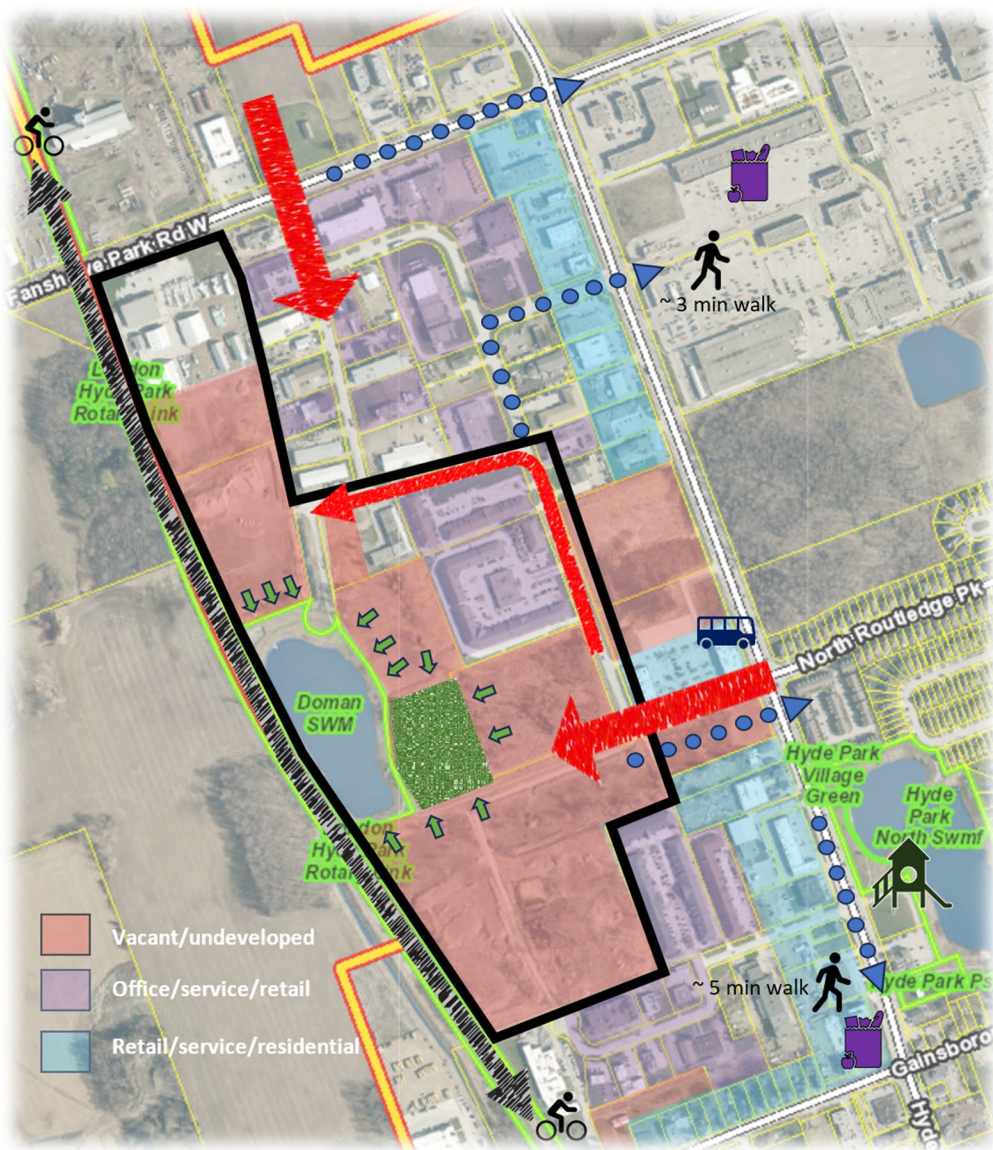


Figure 8 – High-level community framework – focal point, pond, woodland, multi-use pathway, transit stop, entrances, linkages and nearby shopping. Red-shaded areas are vacant/undeveloped lands.



These lands are well configured to create a neighbourhood with a strong sense of community, a high-quality residential amenity, and excellent opportunity for sustainable living, close to daily needs. The natural setting of the pond and woodland will create a strong focal point and identity for the neighbourhood. The multi-use pathway (the London Hyde Park Rotary Link) provides a unique off-road cycling and walking amenity for future residents. Groceries, home hardware, decorating, furnishings, clothing, restaurants and an abundance of other commercial goods and services are within a 5 minute walking distance from the community. On-road cycling infrastructure connects this neighbourhood to other parts of the City as does transit services at the doorstep of the neighbourhood.

As noted above, the subject lands are generally surrounded by uses of a retail or office character, minimizing the potential for land use conflicts. The existing streets leading to the developable lands are not fronted by unsightly industrial uses; these streets would present a positive entrance into a new residential community.

Further to the City's evaluation criteria, there are no major easements/corridors adjacent railways, pipelines or airports that will impede development. Because the majority of these lands have not yet been developed, they are not believed to contain brownfield conditions. Similarly, those lands that have been developed within the proposed conversion area have been developed for uses of a commercial/warehouse character and were not developed for industrial uses that would typically generate brownfield issues.

6. Environmental constraints

A significant amount of environmental work has already been completed for the subject lands, through the development of the stormwater management pond. However, an environmental impact study will be required prior to subdivision, zoning and/or site plan approvals. Such an EIS will include a documentation and evaluation of ecological features and functions currently on and around the subject lands, an evaluation of potential impacts from the proposed development and a series of actions required through the planning process to protect natural heritage. In anticipation of the City re-designating these lands, the landowners are initiating this EIS to document the Fall season ecological inventory.

7. Presence of non-industrial uses within the same Commercial Industrial Place Type

As noted above, Figure 7 clearly shows that the majority of the entire Commercial Industrial Place Type is occupied by commercial uses and very few uses exist in the area with even a light industrial character (eg. warehousing). Perhaps illustrating this best is the presence of a large daycare centre building in a central location within the Commercial Industrial Place Type. This demonstrates that a sensitive land use such as this can fit well within the interior of this area. The daycare has outdoor play equipment in the front and rear yard.





8. Landowner interest in conversion

The three landowners - York Developments, Copp Realty Corp and C-Cubed Holdings - own over 82% of the area proposed for this conversion. They are not only interested in the proposed conversion, but they have also led the request for this conversion. Furthermore, their properties contain 97% of the vacant lands within the proposed converted area. An effort is being made to contact the remaining three property owners within area proposed for conversion, but that has not been achieved as of the date of this submission. These efforts will continue.

SUMMARY

The subject lands represent a unique and exceptional opportunity for significant residential intensification in London. Much of the lands are vacant and can be developed for new housing in the relatively near future. The proposed specific area policy would allow for a large number of new housing units within this unique context, where there are no existing residential neighbours that would be adversely impacted by higher densities of housing. We do not believe there are any industrial uses present in the existing Commercial Industrial designation to be negatively impacted.

In my opinion it would represent good planning to re-designate the Commercial Industrial Place Type on the subject lands to a Neighbourhood Place Type together with a specific area policy. Doing so would allow for a higher order use of this land that takes advantage of existing servicing infrastructure, supports complete communities, allows for alternative forms of transportation, and creates a substantial supply of new housing within an existing urban area of London.

We would like to thank Planning Staff for working with us through this process. We are available for further discussions or to answer any questions you may have. We look forward to presenting our proposal to Council in the near future.

Sincerely,

John Fleming, MCIP, RPP
Principal – City Planning Solutions
john@cityplanningsolutions.com
519-476-0071

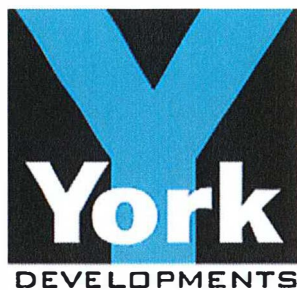
Appendix 1 – Industrial Land Conversion Evaluation Criteria
Provided by City of London

Industrial Land Conversion Evaluation Criteria

Candidate Property/Area Evaluation Criteria may include:

- Property not required for long-term use as Industrial Lands.
- Change to a non-Industrial use would provide adequate buffering to existing Industrial, and not render existing Industrial Uses inoperable or create adverse effects on existing Industrial.
 - Would not preclude continued operation of Existing Industrial Uses.
 - Minimum Separation Distances are to be evaluated on a case-by-case basis and informed by guidelines.
- Property not within Prime Industrial Land locations, as referenced in the ILDS, or other municipal/economic development initiatives.
- Suitability/affordability of municipal servicing without significant constraints.
- Parcel size and/or potential suitability for land assembly.
- Property is of a size and configuration with potential for non-Industrial uses, including but not limited to:
 - Street frontage.
 - No major easements/corridors impeding development.
 - Property has sufficient depth/area to meet guidelines for development of sensitive uses in adjacency to railway operations (i.e. 2013 Federation of Canadian Municipalities/Railway Association of Canada guidelines).
 - Sufficient setback from pipelines to ensure safety.
 - Sufficient setback from airport operations to address airport noise exposure forecast (NEF).
- Property does not demonstrate significant environmental constraint for reuse as another land use/Place Type (i.e. natural heritage system features, natural hazards, or significant brownfield contamination).
- Presence of other non-Industrial uses adjacent to the property or within the same area of the Industrial Place Type
- Property demonstrates potential for long-term use as a non-Industrial Place Type.
- Landowner interest in conversion to an alternative Place Type.

Appendix 2 - Letters from Landowners
York Developments, Copp Realty Corp & C-Cube Holdings



303 Richmond St, Suite 201
London, ON N6B 2H8

By Email

City of London Planning Committee and Municipal Council
c/o City Clerks Office
pec@london.ca

Re: Request for Conversion of Commercial Industrial Place Type in Hyde Park

York Developments is the owner of properties at the western extent of North Routledge Park in Hyde Park. Our land holdings are shown on the attached map. They represent almost 17ha of undeveloped land. They are currently designated Commercial Industrial in the London Plan and are also associated with a legacy plan of subdivision.

We believe that these lands provide an excellent opportunity for residential development. The adjacent multi-use pathway, stormwater management pond and surrounding park provide excellent recreational amenities for future residents. A residential development would integrate well with surrounding residential, recreational, educational and commercial facilities and would offer a wide range of employment, retail goods and commercial services for people living in this area. In short, this is an excellent location to build housing.

The existing Commercial Industrial Place Type is no longer appropriate for these lands. It represents a gross underutilization of land located close to one of London's most significant commercial nodes. We believe that our lands can be developed in a way that more appropriately reflects this important location and will better utilize the expensive municipal infrastructure that has already been installed to serve the area.

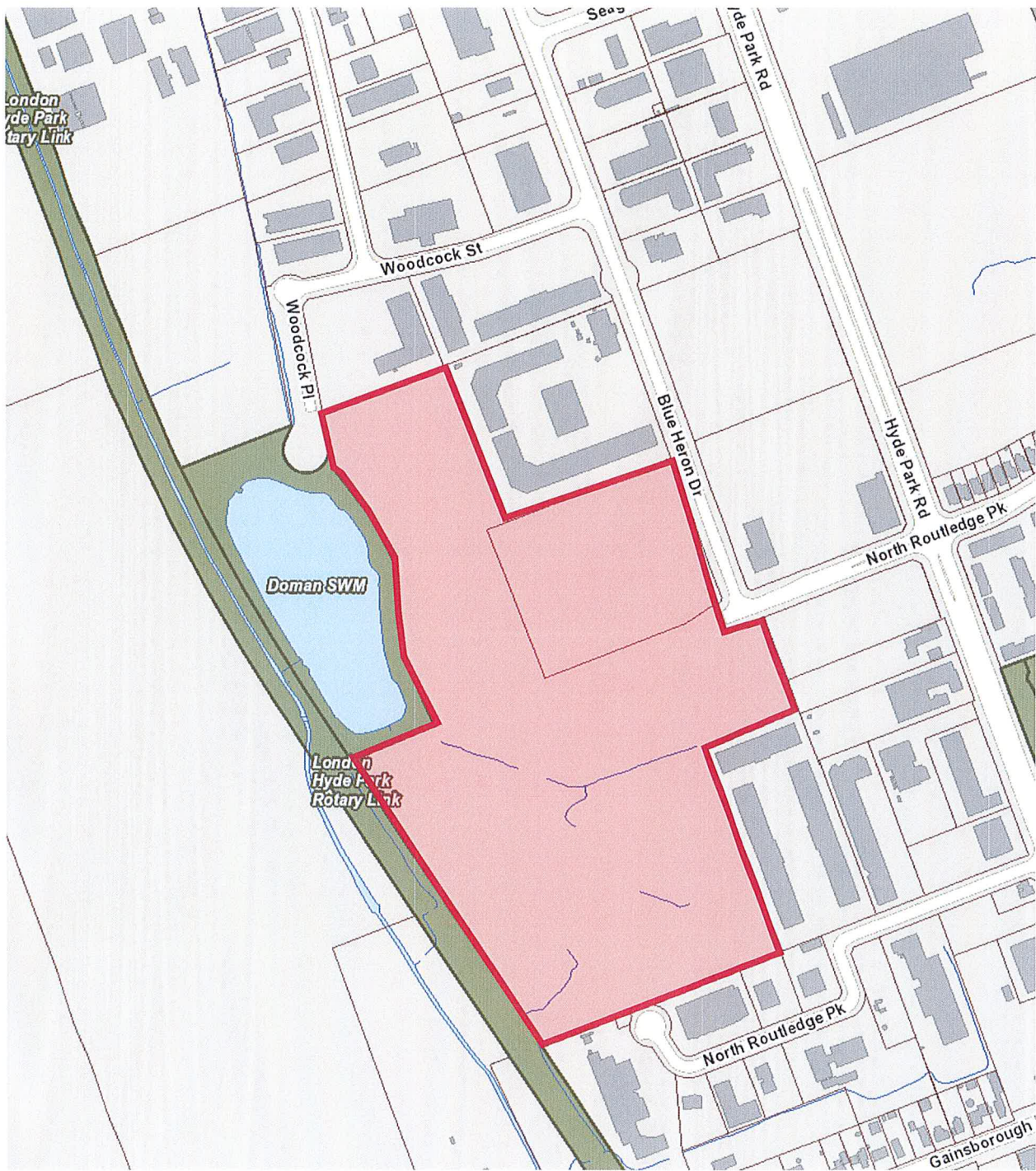
We have been working together with C-Cubed Holdings and Copp Realty Corp who also own developable lands to form a cohesive development area. Together, we are requesting that the City convert the existing Commercial Industrial Place Type to a new Place Type that will allow for intense forms of residential development. We are asking that this request be incorporated into the Official Plan review and land needs study process that is expected to begin in the near future.

We have engaged Mr. John Fleming of City Planning Solutions to help us through this process. Mr. Fleming has provided a submission on our behalf under separate cover.

Thank you for your consideration.



Ali Soufan
President – York Developments



Lands Owned by York Developments

COPP REALTY CORP.

Executive Offices

45 York Street, London ON N6A 1A4

Steven S. Copp
President

Tel: 519 679-9090

Fax: 519 679-2887

July 10, 2023

City of London Planning Committee and Municipal Council
c/o City Clerk's Office
pec@london.ca

Re: Request for Conversion of Commercial Industrial Place Type in Hyde Park

Copp Realty Corp is the owner of lands at 1640 Fanshawe Park Road West. We have recently been made aware that the City is launching a review of its Official Plan. This process will give opportunity to evaluate the merits of converting the current Commercial Industrial Place Type, on our lands and the surrounding area, to a new Place Type that would allow for residential development.

The Copp's Buildall in Hyde Park was first expanded to this site in 1965 and has been a very busy and successful operation since that time. The operation continues to be very successful today and we have no plans to change the use of these lands in the foreseeable future.

That said, we do understand and agree with the rationale behind converting the current Commercial Industrial Place Type to an alternative Place Type that will support higher density residential development. The Hyde Park industrial area that was originally established in London Township has transitioned significantly in recent decades, trending towards more commercial, retail and office uses. Meanwhile, there is a significant need for housing in London, and this area could provide dense forms of residential development that could make a real difference to London's new housing supply.

We also recognize that the conversion of this area from its current state to a residential community over time makes sense, considering the major commercial centre across Hyde Park Road that is within easy walking distance.

While we support the conversion, we want to make clear that any such conversion should not detract from the ability of existing businesses to continue without change. I believe that there is lots of opportunity for residential uses to be built on vacant lands, allowing for the remainder of the area to continue as it currently exists and slowly evolve into a larger residential community over time.

I have been collaborating with York Developments, C-Cubed Holdings and City Planning Solutions to promote this change and I look forward to continuing my participation in the process going forward.

Thank you,



Steve Copp
President



City of London Planning Committee and Municipal Council
c/o City Clerks Office
pec@london.ca

Re: Request for Conversion of Commercial Industrial Place Type in Hyde Park

We are the owners of the property shown on the following page. It represents approximately 3ha of land at the intersection of Woodcock Street and Woodcock Place in Hyde Park.

We initially purchased this site to serve as a yard for our company Bre-Ex Construction Inc. The intent was to store fill, equipment and heavy machinery on this site. We quickly realized that the site was not suitable for this use. It was difficult to access for trucks carrying heavy equipment. Significant traffic and congestion in the area would make getting into and out of this area very difficult, undermining the purpose of convenient staging of construction equipment at this location. Furthermore, the site is located well away from the 400 series highways and with the increasing level of commercial and residential development occurring in and around this area, access issues would only become worse over time.

We also realized that the subdivision was transitioning towards a more commercial and retail character. This made us wonder whether it was appropriate to locate our facility in an area that seemed to be trending towards non-industrial uses.

Our site is located adjacent to a stormwater management pond and associated park that provides a beautiful context for residential development. There is also a nearby trail. We have recently been in discussions with adjacent landowners – York Developments and Copp Realty Corp – who are similarly interested in exploring this opportunity.

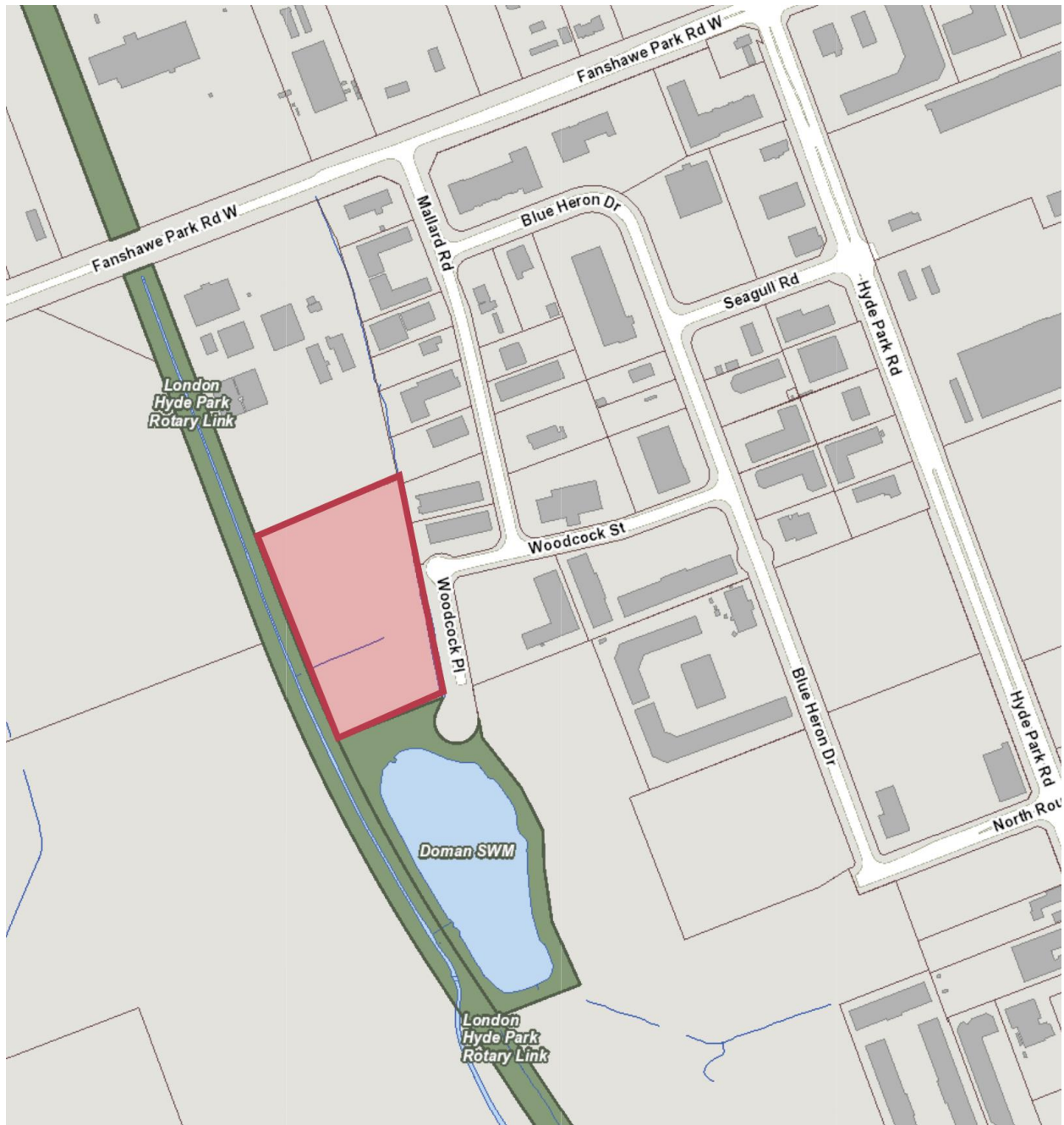
We have engaged City Planning Solutions to work with our group and the City. We understand that the City is launching a review of its Official Plan and this is an appropriate time to ask for a conversion of our lands from the current Commercial Industrial designation to a new designation that would allow for intense forms of residential development. We think that residential development would represent a much better use of our lands, being so close to the major commercial centre at Hyde Park and Fanshawe, which is within easy walking distance.

We believe that we can create an excellent plan for residential development working together with our neighbours in this area. We look forward to working with Staff and Council on this exciting opportunity to create well-located residential development and contribute much-needed housing supply in London.

Thank you for your consideration.

A handwritten signature in black ink, appearing to be 'C. Brekelmans', written over a horizontal line.

Curtis Brekelmans
Director – C-Cubed Holdings



Lands Owned by C-Cubed Holdings



March 15, 2024

The Corporation of the City of London
300 Dufferin Avenue,
P.O. Box 5035
London, Ontario
N6A 4L9

Attention: Chair Lehman and Members of Planning and Environment Committee

RE: Planning and Environment Committee Meeting

March 19, 2024

Official Plan Review-Industrial Lands Needs Assessment Update

File: (O-9595)

Item: 3.8

Chair Lehman and Member of Committee:

Please accept this correspondence with respect to the Official Plan Review Industrial Land Needs Update Report.

My clients own one of the four private landowner requests for consideration of an Official Plan Amendment to redesignate their lands from Light Industrial to Neighbourhood Place Type. The subject property is: **2251, 2253 and 2257 Trafalgar Street**. Within the report (page 365) Staff had stated:

2251, 2253 and 2257 Trafalgar Street: Landowner has requested conversion from Light Industrial Place Type to an urban residential place type. The lands are approximately 0.43 hectares and are comprised of a vacant parcel and two residential properties. The lands are within one of the key strategic areas identified within the Industrial Lands Development Strategy (ILDS) located along the Veterans Memorial Highway corridor. The lands are abutting Light Industrial place types to the west, east, and south. Development of the sizable vacant lands to the south would be limited if a sensitive use (i.e. residential) were to be established mid-block. Recommendation: Based on the industrial land conversion evaluation criteria and ILDS, conversion is not recommended. 3.1.3. Former Kellogg Factory Lands, north of Florence Street and Kellogg Lane to east.

Our clients strongly disagree with staffs' position and **would respectfully request Committee not support staffs' recommendations of refusal on the following basis.**

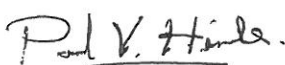
- Of the 0.43 ha (1.06 acre) total land area, approximately 2/3 of the site or 0.29ha (.71 acre) is designated "light Industrial"

- All three parcels are zoned Residential R1-9 with two lots currently vacant and the most easterly parcel (2257 Trafalgar) containing a single unit dwelling. Residential development can continue to exist on these parcels.
- The subject lands could accommodate through a rezoning application (R-5, R8) a possible 39-unit 4 storey apartment building or a 22-unit 3 storey cluster townhouse unit development or an 18-unit 2 storey cluster townhouse development. This is an ideal INTENSIFICATION, INFILL or RRDEVELOPMENT of AN UNDERUTILIZED residentially zoned parcel of land which could contribute to the 47,000 new homes initiative.
- The subject lands are not "mid Block" as suggested by staff. They are located at the extreme north end of the "Light Industrial" designation immediately abutting residential to the north west and south west.
- Any new "Light Industrial" development on the abutting subject lands would have to have regard to the existing residential development on the west side of Maynard Patterson Blvd as well as the existing residential development (including my clients lands) to the north.
- 2251 and 2253 Trafalgar Street were created through consent (B.037/19) in 2020. The very ands staff are now suggesting is designated "Light Industrial" The lots were created to permit future low density residential development.
- Policy 43(1) of the London Plan allows for boundary interpretation unless the boundary follows a road, utility corridor, railway, river, or stream (of which none apply. Staff rejected using this interpretation policy to allow our client to proceed without the need for an Official plan Amendment. We choose to request this in the Land Needs Analysis and are now faced with a staff recommended refusal.
- The remaining very small corner east designated "Light Industrial" east of 2257 Trafalgar Street would likely be needed for a possible future "roundabout: at Trafalgar and Veterans Memorial Parkway.

We would respectfully request your committee consider the merits of redesignating 2251, 2253 and 2257 Trafalgar Street to a Neighbour Place Type which will allow for residential development on a parcel of land that is already zoned for such use.

Thank you for your consideration.

Tanfield Consulting



Paul V. Hinde. B.E.S
Principal







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March 18, 2024

City of London
300 Dufferin Avenue
London, ON, N6A 4L9

Attention: Members of Planning and Environment Committee

**RE: City of London: Official Plan Review of The London Plan and Land Needs Assessment Update
(Employment Lands Conversion) File Number: O-9595**

To Members of Planning and Environment Committee,

Please consider this letter as a summary of comments regarding recommended conversion of Employment Lands as part of the on-going Official Plan Review and Land Needs Assessment Update.

Lands Needs Assessment

It is in our opinion that recommendations for employment land conversions should not take place until after completion of the ongoing Official Plan Review and Land Needs Assessment (LNA). It is our understanding that the LNA will include Industrial, Commercial, Institutional and Residential land needs. In addition, the Staff Report does not thoroughly analyze the existing servicing and infrastructure capacity for each of the recommended conversions. As such, it is premature to recommend employment lands for conversion when it is not known if the City has sufficient land inventory to meet identified growth forecasts. Further, it is our understanding that the Industrial Land Development Strategy (ILDS) from March 2014 was utilized to evaluate the properties identified in the Staff Report. It is in our opinion that the ILDS should be updated to reflect current data since this is an outdated document which informs and directs decisions recommended in the Staff Report.

Employment Land Conversions

Based on our review of the Staff Report, it is understood that Staff have identified three (3) properties recommended for conversion from an Industrial to Non-Industrial Place Type. Sifton has concerns with the following recommendations.



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1525, 1557, 1579 and 1635 Fanshawe Park Road West

The above noted lands recommended for conversion from Commercial Industrial to Neighbourhoods Place Type, contains existing commercial industrial uses. For the lands within the northern portion of 1635 and 1579 Fanshawe Park Road West (designated Neighbourhoods Place Type) to redevelop for residential uses, the existing commercial industrial uses could no longer continue to operate. The lands within the northern portion 1557 Fanshawe Park Road West are designated as Farmland and located outside of the current urban growth boundary. As such, these lands, in their present state, could not be utilized to support residential development within the northern portions of 1635 and 1579 Fanshawe Park Road West.

Further, we have concerns with the analysis prepared for these lands as outlined in Appendix A. It is noted that the re-designation from Commercial Industrial to Neighbourhoods Place Type would not preclude continued operation of the existing industrial uses. It is our interpretation that the existing land uses would not be permitted within the Neighbourhoods Place Type and would therefore be deemed non-conforming. Additionally, it is noted that the property does not demonstrate significant environmental constraint for re-use. Understanding existing operations include a car rental agency and vehicle storage, soil and/or groundwater contamination is possible in this location in which case a Phase I and II Environmental Site Assessment should be completed to determine potential impacts.

York Street Commercial Industrial Corridor between Maitland Street and Rectory Street

The above noted lands have been recommended for conversion from Commercial Industrial to Urban Corridor Place Type. In review of policies of the Urban Corridor Place Type, it is understood, per Policy 837_, that a range of residential, retail, service, office, cultural, recreational and institutional uses may be permitted. Further, mixed use buildings will be encouraged. Residential uses may be permitted to a standard maximum height of 8 stories or upper maximum height of 10 stories.

It is to be noted that the majority of the properties as identified on Map 5 of the Staff Report, back onto the CN Rail Line that runs east/west along the south property line of these parcels. Per Section 3.3 of the Guidelines for New Development in Proximity to Railway Operations, prepared by the Federation of Canadian Municipalities and the Railway Association of Canada, the standard recommended building setback for new residential development in proximity to railway operations is 30 meters (m) for a principle main line. This 30 m setback is to be measured from the mutual property line to the nearest face of the building to ensure that the entire rail right of way is protected for potential rail expansion in the future.

The analysis prepared as outlined in Appendix A of the Staff Report with respect to these lands identifies that the property has sufficient depth/area to meet guidelines for development of sensitive uses in adjacency to



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railway operations. Per Map 5 of the Staff Report, a number of the properties inclusive of 485-551, 575-623, 639, 675 and 679 York Street are quite shallow, ranging from 45-75 m in depth, and therefore, would not have sufficient area to provide for the necessary 30 m setback as well as other required development setbacks.

Further, it is identified that there is suitability/affordability of municipal servicing without significant constraints. It is understood by Sifton that the City is undertaking a review of available servicing capacities of existing infrastructure within the Downtown to confirm suitability for intensification. It is in our opinion that recommendations for land use conversions to support a greater level of intensity should run in tandem with confirmation of sufficient servicing capacities within existing systems.

In our opinion, it is imperative that market analysis be completed to confirm the need and suitability of these sites to accommodate future residential demand and meet projected growth forecasts over the 25-year planning horizon.

In summary, we respectfully request the following:

1. That members of committee re-consider Staff's request to re-designate the above noted lands from an Industrial to Non-Industrial Place Type;
2. That members of committee request the Industrial Land Development Strategy (ILDS) be updated from the 2014 version with relevant data; and
3. That members of committee consider deferring conversion of Industrial Lands to a Non-Industrial Place Type until completion of the Land Needs Assessment including a full servicing and infrastructure capacity review.

We appreciate the opportunity to submit comments.

Sincerely,

Sifton Properties Limited

Lindsay Clark, BES
Manager, Planning and Development

Cc: Phil Masschelein, Senior VP Neighbourhood Developments, Sifton Properties Limited

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: The Ironstone Building Company Inc.
613 Superior Drive
File Number: Z-9691, Ward 5
Public Participation Meeting
Date: March 19, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of The Ironstone Building Company Inc. relating to the property located at 613 Superior Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024 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 Neighbourhood Facility/Residential R1 Special Provision (NF/R1-3(7)) Zone and a Neighbourhood Facility/Residential R1 (NF/R1-2) Zone **TO** a Residential R5 Special Provision (R5-5()) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provision of direct pedestrian connections from individual units to the city sidewalk along Superior Drive, including the corner units with wrap around porches.

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 policies; and
- iii) The recommended amendment facilitates the development of a vacant parcel of land at an appropriate scale and intensity.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Neighbourhood Facility/Residential R1 Special Provision (NF/R1-3(7)) Zone and a Neighbourhood Facility/Residential R1 (NF/R1-2) Zone to a Residential R5 (R5-5) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a two-storey, **142-unit cluster townhouse** development consisting of 28 townhouse building blocks.

Staff are recommending approval of the requested Zoning By-law amendment with special provisions restricting the permitted uses to cluster townhouse dwellings and the maximum building height to 9.0 metres.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

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

- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Report to Planning Committee – 530 Sunningdale Road East 39T-05510/Z-6917 – June 14, 2006

Report to Planning and Environment Committee – 613 Superior Drive (Powell Uplands North Subdivision Phase 3 – 33M-680) Disposition of School Site – December 13, 2021

1.2 Planning History

The subject lands form part of the Powell Uplands North Subdivision and were previously subject to a concurrent Plan of Subdivision and Zoning By-law Amendment applications (39T-05510/Z-6917), which created the parcel (Block 103 on Registered Plan 33M-680) and applied the current zoning. At the time, the lands were identified as a potential school site and zoned a Neighbourhood Facility (NF) Zone compounded with Residential R1 Zones. It is common practice at the subdivision stage to compound zones to provide flexibility for residential development should a school site not be required.

In accordance with the Subdivision Agreement, the four (4) School Boards had three (3) years to purchase the site from the date on which seventy percent (70%) of the dwelling units within the subdivision have had building permits issued or when the servicing of the subject site is completed to the satisfaction of the City Engineer, whichever is the later. If the School Boards decline the site, the City has two (2) years to determine if there is a need to purchase the site for municipal purposes.

By letter dated August 28, 2017, the Thames Valley District School Board, the London District Catholic School Board, the Conseil Scolaire de District du Centre Sud Ouest, and the Scholastic Council of Catholic Schools Southwestern Region were notified that seventy percent (70%) of the units were completed (on January 23, 2017), and were advised they had until January 23, 2020 to exercise their right to purchase. As none of the School Boards elected to purchase the lands, a letter was sent to the Manager of Realty Services giving notice of the City of London's option to exercise its right to purchase. Realty Services subsequently informed Planning and Development that there was no interest from the City to purchase the lands and they were later sold to the current owner.

1.3 Property Description and Location

The subject lands are located on the south side of Superior Drive, north of Sunningdale Road East, in the Uplands Planning District. The subject lands are currently undeveloped.

Site Statistics:

- Current Land Use: Undeveloped
- Frontage: 160.8 metres (527.5 feet)
- Depth: 140.6 metres (461.2 feet)
- Area: 3.4 hectares (20.7 acres)
- Shape: Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Low Density Residential

- East: Low Density Residential
- South: Low Density Residential
- West: Agriculture (Cultivated Farmland)

Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods
- Existing Special Policies: Uplands North
- Existing Zoning: Residential R1 Special Provision/Neighbourhood Facility (R1-3(7)/NF) Zone and a Residential R1/Neighbourhood Facility (R1-2/NF) Zone

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

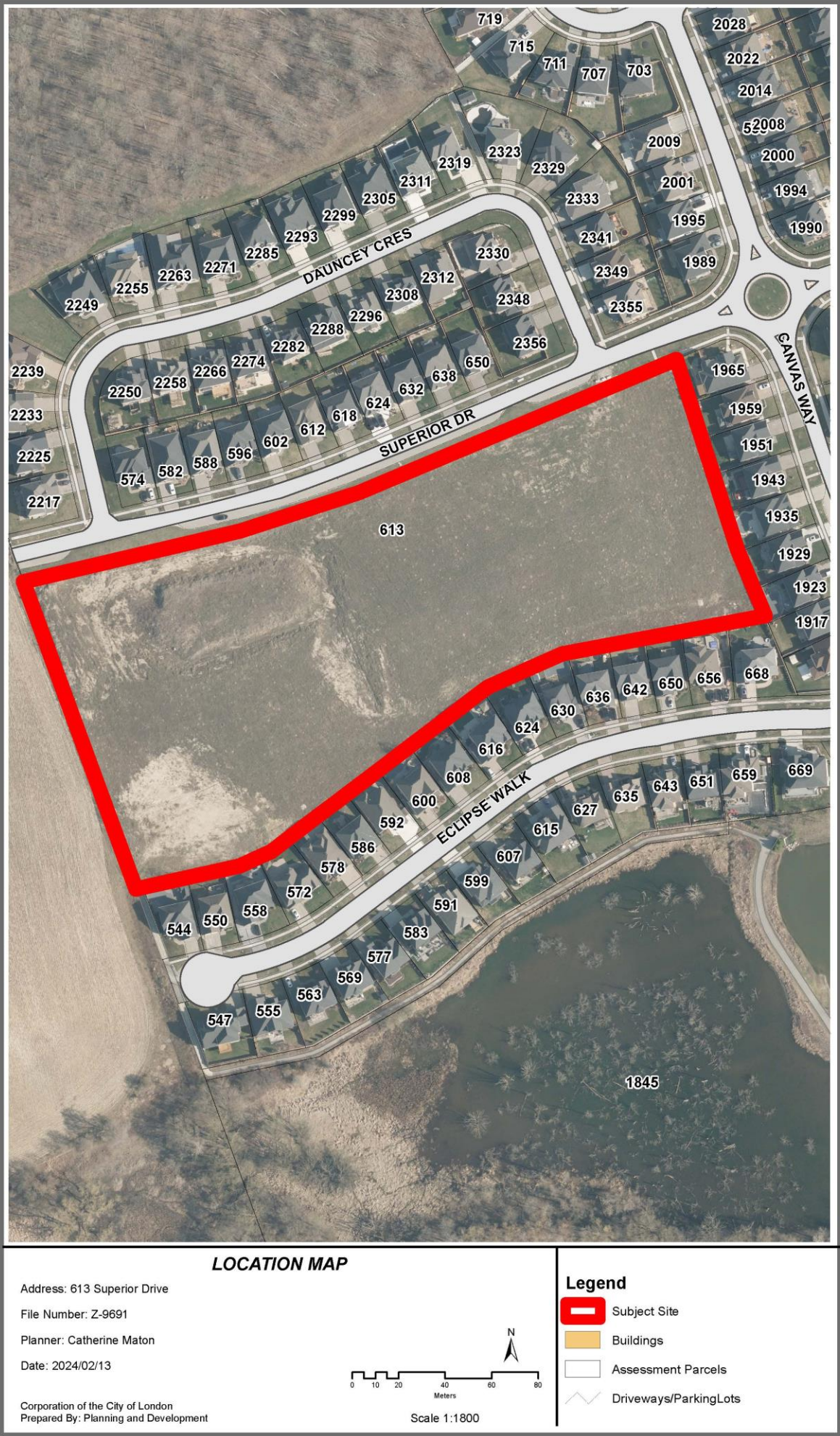


Figure 1 - Aerial Photo of 613 Superior Drive and surrounding lands



Figure 2 - Streetview of 613 Superior Drive (view looking SW)



Figure 3 - Streetview of 613 Superior Drive (view looking SE)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing a 2-storey, 142-unit cluster townhouse development consisting of 28 townhouse building blocks. Parking is provided in private garages and driveways, as well as 22 surface parking spaces.

The proposed development includes the following features:

- Land use: Townhouse Dwellings
- Form: Cluster
- Height: 2 storeys (9 m)
- Residential units: 142
- Density: 42 units per hectare
- Building coverage: 35.9%
- Parking spaces: 142 in garages, 142 in driveways, 22 surface
- Bicycle parking spaces: 0
- Landscape open space: 44.4%

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

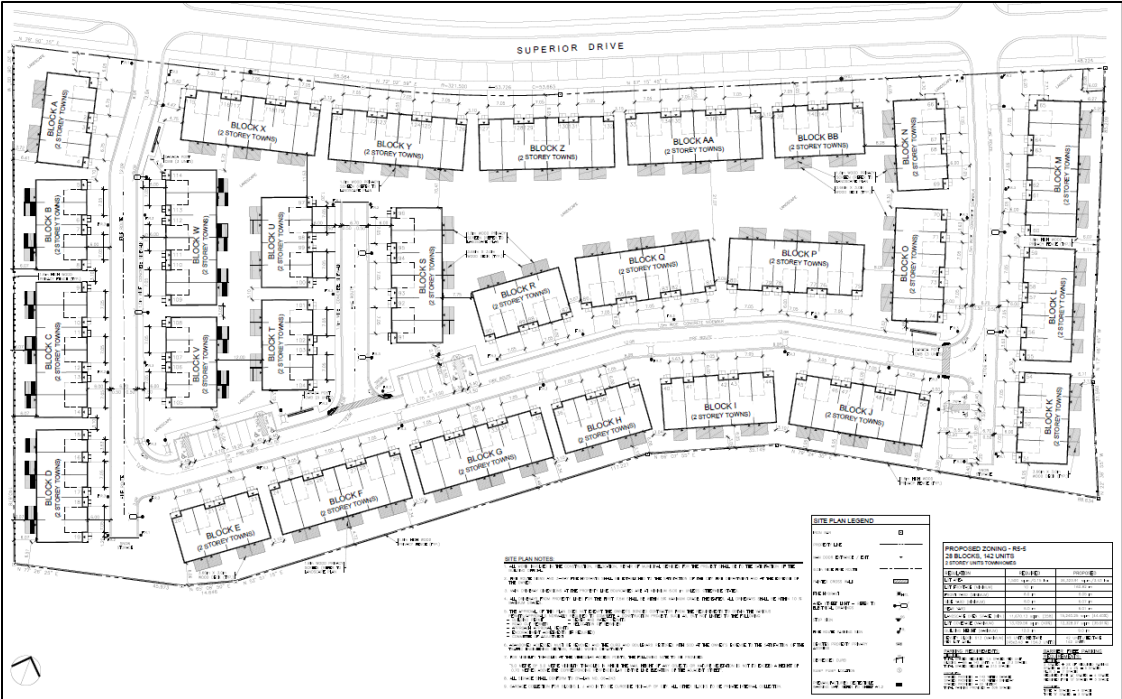


Figure 4 - Conceptual Site Plan (December 2023)



Figure 5 – Rendering (January 2024)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from Neighbourhood Facility/Residential R1 Special Provision (NF/R1-3(7)) Zone and a Neighbourhood Facility/Residential R1 (NF/R1-2) Zone to a Residential R5 (R5-5) Zone.

The following table summarizes the special provisions that are being recommended by staff.

Regulation (R5-5)	Required	Proposed/Recommended
Permitted Uses	<div><div>-</div>Cluster townhouse dwellings</div> <div><div>-</div>Cluster stacked townhouse dwellings</div>	Cluster townhouse dwellings
Building Height (Maximum)	12.0 m	9.0 m

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Pedestrian accessibility to the public sidewalk;

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

2.4 Public Engagement

On January 5, 2024, Notice of Application was sent to 137 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 January 18, 2024. A “Planning Application” sign was also placed on the site.

There were 60 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Lowered property values
- Insufficient infrastructure capacity
- Traffic and safety concerns
- The proposed development is not in keeping with the area
- Density too great for roads, services, and schools
- Building height and loss of privacy

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed townhouse use is supported by the policies of the Provincial Policy Statement and contemplated in the Neighbourhoods Place Type on a Neighbourhood Connector in The London Plan (TLP Table 10). Staff are recommending a special provision restricting permitted uses to cluster townhouse dwellings, as the proposed R5-6 Zone also permits cluster stacked townhouse dwellings which are not contemplated in Table 10.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.4), an efficient use of land and a diversified mix of uses (PPS 1.1.3.6). The proposed intensity is in conformity with the Neighbourhoods Place Type in The London Plan (TLP Table 11) and is compatible within the context of the surrounding area. Servicing is available for the proposed number of units and no concerns were raised by City staff and agencies regarding traffic, noise, parking or other negative impacts.

4.3 Form

The proposed form is consistent with the Neighbourhoods Place Type policies and the City Design Policies. The proposed 2 storey townhouses are similar to and compatible with the existing development in the surrounding area which is primarily 2 storey single detached dwellings.

4.4 Traffic and Roads

Through the circulation of the application, traffic and safety were among the greatest concerns raised by neighbouring residents. The application has been reviewed by City Transportation staff who have confirmed the subdivision and roads have been designed to carry much higher traffic than expected by the proposed development. In fact, it is anticipated that the proposed development will generate substantially less traffic than an elementary school and that the difference in traffic between single detached dwellings and the proposed townhouses is negligible.

Concerns were also raised regarding limited access into the subdivision and the resulting traffic congestion on Canvas Way at Sunningdale Road East. Though currently unassumed and unpaved, secondary access is available into the subdivision via Appletree Gate and Kleinburg Drive. Timing for assumption is unknown, however the access is available for public use. In the interim, staff have been working with the developer of the subdivision to ensure the road is improved, maintained, and safe for public use.

4.5 Servicing

Several concerns were raised by members of the public regarding servicing capacity and stormwater management, stating that the existing infrastructure in the subdivision cannot accommodate the density of the proposed development. City Engineering staff have reviewed the application and have confirmed that adequate capacity is available to service the proposed development.

A small portion of the site is tributary to a 6.0 metre storm easement and associated municipal sewer between Lots 91 and 92. The subject site is containing all overland flow, up to the 250-year storm event, on site and allowing only minor flows to be released to the sewer within the easement. The site is not contributing flows to the existing catch basin maintenance holes located on the lots north of Eclipse Walk. After discharging to the existing municipal sewer, site runoff is ultimately conveyed to the existing subdivision stormwater management facility (SWMF).

Concerns were also raised about the ability of the SWMF to accommodate the proposed development, stating that it overflows into the adjacent wetland when at capacity. Engineering staff have confirmed that the SWMF was designed to

accommodate stormwater from the subject lands. In 2020, the City rehabilitated the Powell Drain to lower water levels in the adjacent wetland and is currently monitoring the situation.

4.6 Contamination

Concerns were raised through the public consultation process regarding the possibility of contamination on site. There is no record of site contamination therefore no further action is recommended at the zoning stage. Where lands are contaminated, a Record of Site Condition is required at the building permit stage and is not typically addressed at the Zoning By-law amendment stage.

4.7 Schools

Several concerns were raised by the public regarding school capacity and the loss of a potential school site within their community. As explained in section 1.2 of this report, all four (4) school boards were notified of the opportunity to purchase the lands and given a standard three (3) year timeframe to express interest. None of the school boards chose to purchase the lands, and after the City waived the right to purchase, the lands were available for private sale. The four (4) school boards were circulated on this Zoning By-law amendment application. Comments were received from the Thames Valley District School Board (TVDSB) and London District Catholic School Board (LDCSC) confirming they have no objections to the proposed development and have alternative plans to address school capacity issues in this area. Full comments from the TVDSB and LDCSB are contained in Appendix “D”.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the property from Neighbourhood Facility/Residential R1 Special Provision (NF/R1-3(7)) Zone and a Neighbourhood Facility/Residential R1 (NF/R1-2) Zone to a Residential R5 (R5-5) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions restricting the permitted uses to cluster townhouse dwellings and the maximum building height to 9.0 metres.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a 2-storey, 142-unit cluster townhouse development consisting of 28 townhouse building blocks.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

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

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

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

Copy:
Britt O'Hagan, Manager, Current Development
Mike Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 613
Superior Drive

WHEREAS this amendment to the Zoning By-law Z.-1 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 613 Superior Drive, as shown on the attached map comprising part of Key Map No. A102, **FROM** Neighbourhood Facility/Residential R1 Special Provision (NF/R1-3(7)) Zone and a Neighbourhood Facility/Residential R1 (NF/R1-2) Zone **TO** a Residential R5 Special Provision (R5-5(_)) Zone.
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-5(_) 613 Superior Drive

 - a. Permitted Use
 - i. Cluster townhouse dwellings
 - b. Regulations
 - ii. Building Height (Maximum) – 9.0 metres
3. 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.

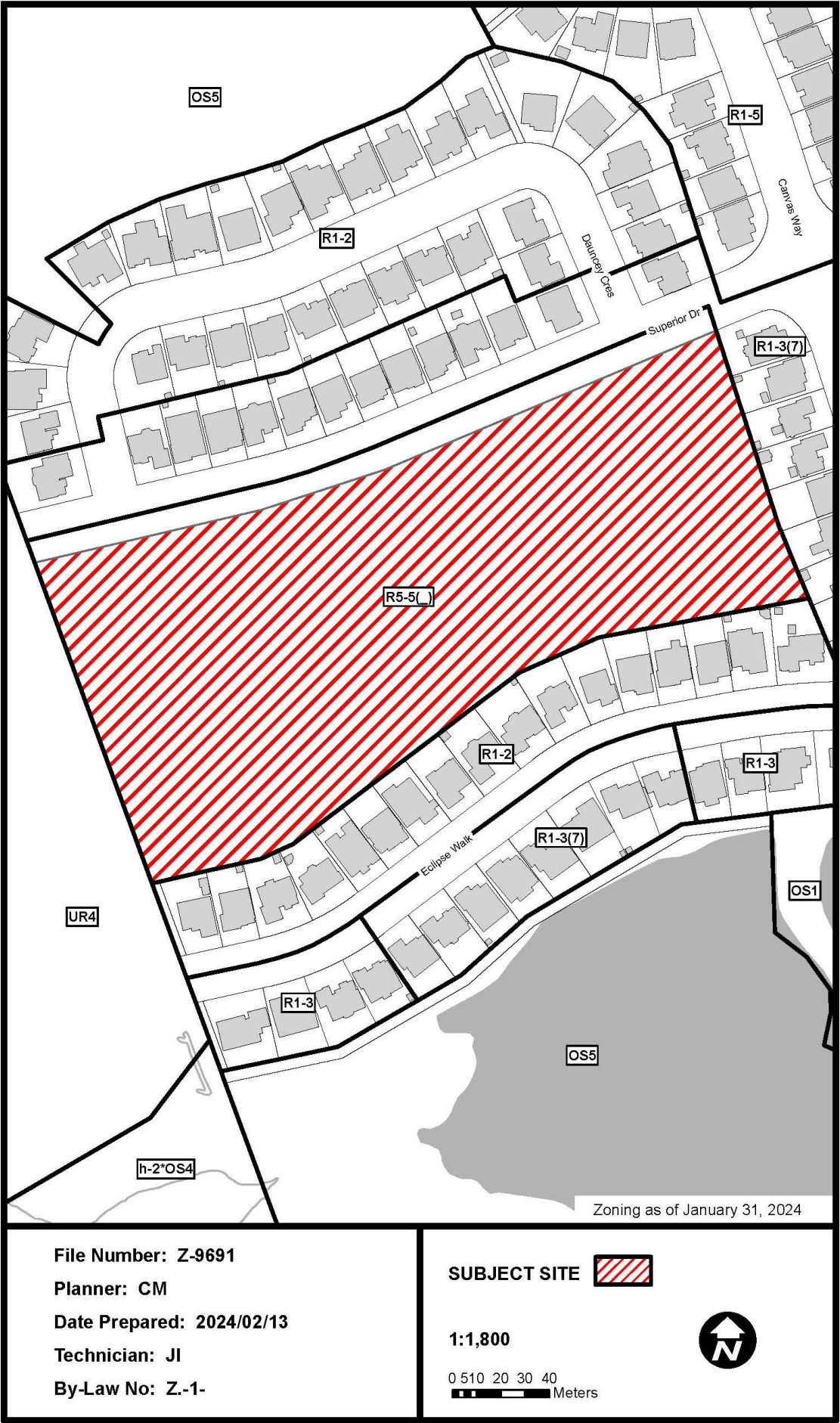
PASSED in Open Council on April 2, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Undeveloped
Frontage	160.8 metres (527.5 feet)
Depth	140.6 metres (461.2 feet)
Area	3.4 hectares (20.7 acres)
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Low Density Residential
East	Low Density Residential
South	Low Density Residential
West	Agriculture (Cultivated Farmland)

Proximity to Nearest Amenities

Major Intersection	Adelaide Street North and Sunningdale Road East, 1.5 km
Dedicated cycling infrastructure	Multi-Use Path (Northbrook Park), 1.2 km
London Transit stop	Sunningdale Road East, 650 metres
Public open space	Powell Park, 450 metres
Commercial area/use	Adelaide Street North and Sunningdale Road East, 1.5 km
Food store	Sunripe, 1.5 km
Community/recreation amenity	Stoneycreek Community Centre, YMCA & Library, 1.8 km

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, Neighbourhood Connector
Current Special Policies	Uplands North
Current Zoning	Residential R1 Special Provision/Neighbourhood Facility (R1-3(7)/NF) Zone and a Residential R1/Neighbourhood Facility (R1-2/NF) Zone

Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type, Neighbourhood Connector
Requested Special Policies	None
Requested Zoning	Residential R5 (R5-5) Zone

Recommended Special Provisions

Regulation (R5-5)	Required	Proposed
Permitted Uses	<div><div>-</div>Cluster townhouse dwellings<div>-</div>Cluster stacked townhouse dwellings</div>	Cluster townhouse dwellings
Building Height (Maximum)	12.0 m	9.0 m

C. Development Proposal Summary

Development Overview

The applicant is proposing a 2-storey, 142-unit cluster townhouse development consisting of 28 townhouse building blocks. Parking is provided in private garages and driveways, as well as 22 surface parking spaces.

Proposal Statistics

Land use	Low Density Residential
Form	Cluster Townhouses
Height	2 storeys (9 metres)
Residential units	142
Density	42 units per hectare
Building coverage	35.9%
Landscape open space	44.4%
New use being added to the local community	Yes

Mobility

Parking spaces	142 in garages, 142 in driveways, 22 surface
Vehicle parking ratio	2.15 spaces per unit
New electric vehicles charging stations	0
Secured bike parking spaces	0
Secured bike parking ratio	0 per unit
Completes gaps in the public sidewalk	Yes
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

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

Appendix C – Additional Plans and Drawings



Elevation Drawings (December 2023)

Appendix D – Internal and Agency Comments

Landscape Architecture – January 4, 2024

No comments.

Parks Planning and Open Space Design – January 15, 2024

Parkland dedication has been satisfied through plan of subdivision 33M-680.

UTRCA – January 17, 2024

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

London Hydro – January 17, 2024

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

Ecology – January 25, 2024

No ecological planning issues related to this property and/or associated study requirements.

Site Plan – January 29, 2024

Major Issues

N/A

Matters for OPA/ZBA

N/A

Matters for Site Plan

There is an active site plan application SPA23-112 which is under review and will consider amenity space, pedestrian walkway connections, landscape buffers between parking and private outdoor space, and uniform perimeter fencing in accordance with the Site Plan Control Area By-law.

Urban Design – February 1, 2024

Matters for Zoning:

- Ensure driveways are not the dominant feature in the streetscape by not occupying more than 50% of the unit width. Pair all driveways to allow for sufficient room for tree plantings along the Superior Drive. Refer to The London Plan, Policy 222.

Matter for Site Plan:

- Provide direct pedestrian connections from individual units to the city sidewalk along Superior Drive, including the corner units with wrap around porches (Blocks A, M and N). Refer to The London Plan, Policy 268.

Engineering – February 7, 2024

- Please note that the planning and development is currently reviewing the site plan SPA23-112 613 Superior Drive to address the site servicing and engineering comments.

Thames Valley District School Board – February 9, 2024

- A holding zone was recently established which will designate new development from the Applewood Subdivision (39T-09501) at Jack Chambers PS. Accordingly, Centennial Central PS should have available capacity to accommodate students from this development. We monitor all residential development activity closely, and will take further action should anything change with respect to accommodation pressure at Centennial Central PS in the future.

- TVDSB has no concerns with the proposed development.

London District Catholic School Board – February 26, 2024

Catherine Maton
Development Services
City of London
300 Dufferin Avenue, 6th Floor
London ON
PO Box 5035
N6A 4L9

Attention: C. Maton

Re: File No. Z-9691, 613 Superior Drive, The Ironstone Building Company Inc., London

The London District Catholic School Board is in receipt of the above-noted rezoning application and would like to provide the following comments.

This application is located in the attendance boundary of St. Catherine of Siena Catholic Elementary School for Junior Kindergarten to Grade 8 students, located at 2140 Quarrier Road, London. This school has a permanent capacity of 576 pupil places with 15 portables on site.

The Board is currently in the process of constructing a new elementary school located at 3055 Buroak Drive, London. The new school is located in Phase 3 of the Fox Hollow subdivision and is scheduled to open early in 2025. This school is expected to eliminate the current over-enrolment at St. Catherine of Siena when it opens. For this reason, the Board has no objection to the further processing and final approval of this application.

Regards,

Rebecca McLean
Supervisor of Planning
London District Catholic School Board

Appendix E – Public Engagement

From: Moe Ektefa
Sent: Monday, January 8, 2024 12:52 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 613 supervisor drive

To whom it may concern,

Hope you are doing well. I am home owner of [REDACTED], very close to the proposed site below:

613 Superior Drive

File: Z-9691 Applicant: The Ironstone Building Company Inc.

I found the re-zoning document. I purchased my house researching the zoning of this vacant land (from the city). It is not fair for us (home owners) to change the zoning since it will affect the price of our property negatively. I also don't think the neighborhood infrastructure has enough capacity for this new increased population.

Please let me know what can I do to officially complaint this re-zoning.

Mohammadreza Ektefa

From: R S
Sent: Tuesday, January 23, 2024 1:13 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

Hi Catherine & Jerry,

Hope you guys are doing well!

I am writing to you about the proposed zoning amendment request for 613 Superior Drive. I totally understand the need for the City of London to provide affordable homes. We came to Canada as immigrants many years ago. We have lived in apartments and townhomes before buying a single home on Canvas Way.

My only concern about this request to build cluster townhouse units is that it is going to be unsafe for those living in the townhomes as well as for people living in the neighbourhood. Canvas way is the only entry point into this neighbourhood and there is already a bottleneck situation at Canvas Way / Sunningdale during rush hours. This is almost like a disaster waiting to happen sine we see a line of vehicles waiting to turn into Sunningdale.

I am hoping you will understand the seriousness of the situation and do everything in your control to provide safe and affordable homes for Londoners.

Best regards,

Ramu Seshan

From:
Sent: Friday, January 26, 2024 12:25 PM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive - zoning amendment

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Kristin Ladd

From: Jeffrey Macleod

Sent: Friday, January 26, 2024 12:40 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Jeff Macleod

To: cmaton@london.ca, jpribil@london.ca

Subject Line: 613 Superior Drive

Email message:

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Lianne Hoang

From: shaoqian liu

Sent: Friday, January 26, 2024 1:12 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you

Shaoqian Liu

From: Liu Qianni

Sent: Friday, January 26, 2024 1:13 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you.
Qianni Liu

From: Anita Dayal

Sent: Friday, January 26, 2024 1:14 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Anita Harbour

From: Sue McKechnie

Sent: Friday, January 26, 2024 2:27 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

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- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- **The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.**

I am unable to intend to attend the public participation meeting on March 19, 2024.

Thank you, Sue McKechnie

From:

Sent: Friday, January 26, 2024 3:10 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you ! .

Tingting Liu

From: Allison Martin

Sent: Friday, January 26, 2024 3:21 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Allison Martin

From: c 锋利

Sent: Friday, January 26, 2024 3:29 PM

To: Maton, Catherine <cmaton@london.ca>

Cc: Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil,

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

JianFeng Chen

From: Aijing Wang

Sent: Friday, January 26, 2024 3:55 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Aijing Wang

From: 流歌

Sent: Friday, January 26, 2024 4:16 PM

To: Maton, Catherine <cmaton@london.ca>

Cc: Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Xuemei Zheng

From: wang f

Sent: Friday, January 26, 2024 4:26 PM

To: Maton, Catherine <cmaton@london.ca>

Cc: Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] RE: Z-9691 Zoning By-law Amendment

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Fang Wang & Jun Xu

From: Laurie

Sent: Friday, January 26, 2024 4:47 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.
- there are already water flooding issues in this subdivision (south of Eclipse Walk). Often the pathway is flooded and can't be used. In addition the majority of the trees have died in this protected area due to sitting water. The townhomes will only exacerbate the situation.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Laurie Corneil

From: Jenna Macleod
Sent: Friday, January 26, 2024 5:22 PM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

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Thank you,

Jenna Macleod

From: [REDACTED]
Sent: Friday, January 26, 2024 6:20 PM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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Thank you,

Kevin Ladd

From: Ray Mansor

Sent: Friday, January 26, 2024 6:47 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Fwd: IMPORTANT by Jan 29: Email to the City of London (613 Superior)

hi there,

i am forwarding this email to the two representatives that i was told to forward it to per the email below. i am opposed to the building of townhouses in my neighbourhood.

Thank you

ray

ATTACHMENT

To: cmaton@london.ca, jpribil@london.ca

Subject Line: 613 Superior Drive

Email message:

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

[ADD NAME]

From: julia wang

Sent: Friday, January 26, 2024 6:56 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Z-9691

Dear sir

Please see attached!

Thank you!

ATTACHMENT

To: cmaton@london.ca, jpribil@london.ca

Subject Line: 613 Superior Drive

Email message:

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Jiangsheng WANG
Xuelian wang

From: Amy Harris
Sent: Friday, January 26, 2024 7:01 PM
To: Pribil, Jerry <jpribil@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Amy Harris

From: zhuhong shao
Sent: Friday, January 26, 2024 8:21 PM
To: Uplands North Zoning <uplandsnorthzoning@gmail.com>; Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

Dear Catherine Maton and Jerry Pribil,

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- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you and looking forward to hearing from you.

Best,

Zhuhong Shao

From: Natalie Mauro

Sent: Friday, January 26, 2024 9:42 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

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I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Natalie Mauro

From: Susie Beasley Kim

Sent: Friday, January 26, 2024 10:39 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Cc: Susie Beasley Kim

Subject: [EXTERNAL] re: 613 Superior Drive

Hello,

re: Z-9691 Zoning By-Law Amendment / Applicant: The Ironstone Building Company Inc.

To Ms Maton and Mr Pribil,

This email is to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive). We received notice by mail in our neighbourhood. My family home backs onto 613.

There are a lot of reasons I oppose this change, which are listed below. But also it frustrates me because when we chose to build here just over 10 years ago, we specifically looked at the zoning before deciding to buy here with the empty lot in our back. Single family homes or a school were tolerable, but if we knew it would be townhouses, we would not have moved here. It changes the whole dynamic of the area. I'm a realtor, and town homes will certainly decrease our property values vs having single family homes behind. More broadly, below are reasons we feel this would be a terrible decision for our neighbourhood.

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools. Already a huge problem with overcrowding. My children attend St Catherine of Siena.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.
- There has been damage to the protected wetlands at the front of the subdivision already. Half of the marsh is dead, with unknown damage to the area wildlife.
- There is a tiny amount of dedicated green space near the back of the subdivision for gathering and children, which is already not sufficient for the current families.

I intend to attend the public participation meeting on March 19, 2024.

Thank you for your review of the information and documenting my concerns by this email.

Susie

From:

Sent: Friday, January 26, 2024 10:55 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.

- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

Thank you,

Jian kuang

From: Lu Eliauk

Sent: Saturday, January 27, 2024 11:48 AM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Lu

From: Heather Pierce

Sent: Saturday, January 27, 2024 5:48 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I have attached our letter in opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

Thank you,
Heather & Ed Pierce

ATTACHMENT

January 27, 2024

Development Services, City of London
300 Dufferin Avenue, 6th Floor
PO Box 5035

London, ON N6A 4L9
Attention: Catherine Maton (cmaton@london.ca)

RE: Letter of Opposition to Zoning By-Law Amendment Submitted by Ironstone Building Corporation Inc. (Z-9691 for Superior Drive)

We are a family that relocated to the City of London in 2020. We purchased our home at [REDACTED] because the subdivision is a quiet, family orientated neighbourhood. We also chose the home because the property behind it was allocated to be for a school development. We now have concerns about our life in our home on Eclipse Walk because of the proposed development in the property behind us. We have concerns with safety and privacy.

We hope that the City is aware of the safety issues entering into the whole subdivision. The only public entrance into the whole subdivision from Sunningdale Road is onto Canvas Way which is located at the bottom of a hill from both directions. With the traffic volume on Sunningdale Road, it takes a substantial time for a safe break in traffic to turn either way onto Sunningdale Road. Turning right is a hurried and dangerous practice since westbound vehicles come down the hill and are suddenly at the intersection. Many cars following behind the vehicles turning right onto Canvas Way jog around the slowing vehicle, impatient to wait for them to turn. This jog is into the oncoming lane of traffic since there is not even a right-turning lane into the subdivision. Turning left is even more time consuming and hazardous, traffic is coming down hills from both directions. Traffic backs up into the subdivision since the traffic volume on Sunningdale is so high and it takes many minutes to wait for a safe time to make the left turn. There needs to be traffic lights at such a high traffic volume intersection, however we have been told that this will not happen due to the hills and sightlines. I do not understand why traffic lights are not able to be approved since a LTC stop was approved to the immediate west of the Sunningdale Road/Canvas Way intersection. This is also a safety hazard with the speeding westbound traffic descending the hill and suddenly having to stop behind a LTC bus and potentially other following traffic. If traffic lights are truly not possible, I would hope that the City will acknowledge the immense safety issue and mandate a second entrance before any further development is approved, adding to the already high traffic volume. It is an added safety issue when the intersection is closed for (accident, construction, etc.) which would block the only entrance for a possible emergency vehicle to enter when responding to a call from a resident of the subdivision. Another safety aspect is that the speed limit is not managed along Sunningdale Road, with traffic regularly flowing over 70kms per hour. This proposed development will add a significant additional traffic volume to this intersection and the main access street, Canvas Way. This will increase the hazard of the residents entering and exiting the subdivision. During construction, all construction traffic should be detoured off this main route and heavily accessed intersection. We hope that you would mandate that there is an alternate route for construction traffic. I anticipate that the City of London would support an alternate construction route since as you know, the construction traffic will add wear and tear to your roads, add to the safety risk for the entry intersection. I would anticipate that the City of London will mandate a construction entrance off Adelaide Street since the City of London would not want any further

increase in traffic on Sunningdale Road due to its continuous deteriorating condition and safety risk for the Sunningdale Road/Canvas Way intersection. Sunningdale Road cannot handle the increased traffic volume. Since Sunningdale Road is not at an urban standard, there are no sidewalks or streetlights...another safety issue. The increase in population in the proposed development will add to the current high volume of walkers, runners, bikers, bus riders, etc. who need access to the City of London. Without sidewalks or even a basic crosswalk for this dangerous intersection and roadway, we are stuck or risking our safety. I hope that the City of London will take a serious look at this dangerous intersection before this proposed development moves any further. Please consider the safety of the current residents first before moving forward with a new development that will increase the hazards.

Many of the residents of this subdivision that own homes backing onto the property along both Eclipse Walk and Canvas Way, purchased their homes understanding that it was to be used for a school. With this understanding it is a shock & disappointment to learn that this development is proposing multilevel townhomes. The townhomes are to be crammed tightly onto the property and are allowed to have the edge of their rear deck within 3m from our property. This is a huge difference in set-back measurements from a potential school or single-family dwellings. This is a huge difference for these families' expected privacy. We would encourage the City of London to appreciate our desire to be in our homes and backyards enjoying time with our families and mandate that the developer rework the site plan to include an increased set-back, additional trees/plantings, and a higher fence. It would also be appreciated if the City of London would request for the developer to change the townhome style to be a single-story model so it truly could be a development that we could transition to in retirement as suggested in the Ironstone documents. Elderly persons prefer single-story dwellings, and this would also assist with providing the current homeowners with their privacy concerns. I would like to consider staying within this neighbourhood when downsizing, and this would provide me that option. There are lovely single-story townhomes being built along the south side of Sunningdale Road to the west of Wonderland Road by Auburn Developments and they continue to open more sections, so they are obviously a viable option for other developers. A single-story community would be more beneficial for this subdivision since there are already many two-story townhomes, but no single-story townhomes for elderly residents.

We understand that there will be a development approved for the property behind our home, but we hope that the City of London does not allow a development to proceed until these safety items are addressed to ensure the safety of the current and future residents of the subdivision. We also hope that the City of London supports the current residents of the subdivision and reduces the current proposed plan to lessen the density of the townhouse development and change the style to single storey units.

Best Regards,

Edward & Heather Pierce

From: Jessica Albert

Sent: Sunday, January 28, 2024 8:14 AM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

While I do understand the reasoning for wanting to amend it, I stand opposed due to concern about the increase in traffic that will come with so many added units. Canvas way is already extremely busy and unsafe. I had to move my child's bus stop as I couldn't safely cross the road as an adult, let alone a child. Additionally, Canvas and Sunningdale is the only entry/exit to our neighbourhood and it is already backed up without the additional vehicles.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Jessica Albert

From: Michael McGarry
Sent: Sunday, January 28, 2024 10:37 AM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Michael McGarry

From: Michael McGarry
Sent: Sunday, January 28, 2024 10:43 AM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Kathryn McGarry

From: 无限

Sent: Sunday, January 28, 2024 11:51 AM

To: Maton, Catherine <cmaton@london.ca>

Cc: Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL]

Hi

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Lucy

From: Denise Mi

Sent: Sunday, January 28, 2024 12:01 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] City of London (613 Superior)

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Denise Mirzai

From: Thanh hai Tran

Sent: Sunday, January 28, 2024 12:07 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive - Zoning Amendment

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

Dear Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people), not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you for your consideration,

Best regards,

Thanh Hai Tran

From: Denise

Sent: Sunday, January 28, 2024 12:09 PM

To: Pribil, Jerry <jpribil@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Fwd: IMPORTANT by Jan 29: Email to the City of London (613 Superior)

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Taghi Mirzai

From: Kristin Stillert

Sent: Sunday, January 28, 2024 12:48 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

Prior to adding additional density to the neighborhood, the City should be addressing the outstanding issues in Sunningdale road, addressing the single entry/exit from the

neighborhood and working with the school boards to adequately and appropriately plan for future student capacity.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Kristin Stillert

From: Kent Layton

Sent: Sunday, January 28, 2024 3:40 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>; Planning and Development <PlanDev@london.ca>

Cc: Adriana Layton

Subject: [EXTERNAL] 613 Superior Drive, Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

Attention: Catherine Maton and Jerry Pribil

We are writing this letter to express our opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

We oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- This will decrease my current and future property value
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

We intend to attend the public participation meeting on March 19, 2024.

Thank you,

Kent and Adriana Layton

From: David Martin

Sent: Sunday, January 28, 2024 5:16 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Re: 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil:

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.

- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,
David Martin

To: cmaton@london.ca, jpribil@london.ca

Subject Line: 613 Superior Drive

Email message:

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
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- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Michael Couto

From: Amy

Sent: Sunday, January 28, 2024 7:43 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
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- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Yun Ye

From: S Sophie

Sent: Sunday, January 28, 2024 7:47 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Sophie Sheng

From: Kevin Sheng

Sent: Sunday, January 28, 2024 7:59 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Kevin Sheng

From: lingling Qiu

Sent: Sunday, January 28, 2024 8:10 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am a house owner at Uplands North area. I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

It is not in keeping with the surrounding area.

The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx.

80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).

It changes the traffic patterns which significantly decreases safety.

It will cause too much density for the municipal roads.

It will cause too much density for municipal services.

It will cause too much density for municipal schools.

The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Best Regards

Lingling Qiu

From: Phuong Vu Minh

Sent: Sunday, January 28, 2024 8:37 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive - Zoning Amendment

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

Dear Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people), not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you for your consideration,

Best regards,

Minh Phuong Vu

From: Stephen Mackie

Sent: Sunday, January 28, 2024 9:08 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently

submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood. Dangerous intersection to try and cross as a pedestrian. Vehicles trying to turn left onto Sunningdale often have long waits due to volume and speed of traffic on Sunningdale. Increasing the number of vehicles trying to make that turn will only exacerbate an already difficult situation.

I intend to attend the public participation meeting on March 19, 2024.

Thank you

From: Amanda Couto

Sent: Sunday, January 28, 2024 10:26 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] Fwd: 613 Superior- Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

Subject: 613 Superior- Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

1. It is not sustaining with the surrounding area
2. The area, services, and roads were not designed for townhomes. This area was designed for a school, place of worship or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people)
3. It creates more congestion with traffic patterns
4. It significantly decreases the safety of other drivers, bikers, pedestrians and children
5. It will significantly increase the density for the municipal roads that are already congested and dangerous on Sunningdale road
6. It will cause too much density for municipal services
7. It will continue to increase student populations for all municipal schools, that have already surpassed their max capacities
8. The streets are already unsafe along Canvas Way which is the only entrance and exit for our neighbourhood
9. The intersection of Canvas and Sunningdale is extremely dangerous for pedestrians and motorists and city transit

I intend to appear at the public participation meeting on March 19, 2024.

Thank you,
Amanda Couto

From:

Sent: Sunday, January 28, 2024 10:29 PM

To: Pribil, Jerry <jpribil@london.ca>; Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil for opposing Z-9691 Zoning Amendment / Applicant: The Ironstone Building Company Inc.

Hi Catherine and Jerry,

I am writing this letter to you to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

There are following reasons for opposing this amendment.

- Against the design, city plan and the long term considerations for this new area. Again this is a new area and there are a lot of new townhouses and high density small homes already built in this neighbourhood and surrounding areas. This area cannot support a new group of townhomes.
- This specific land, 613 Superior Drive, was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people). If to build the townhomes dwellings, the number of homes will be tripled, the number of vehicles will be tripled and the number of people will be tripled, 142 townhomes

(approx. 250 vehicles, 355 people). This change if made would be big and would cause many problems, issues and troubles for this area.

- It would impact the area's traffic. There is an oil pipeline separating this big neighborhood from accessing to the northern neighbourhood. The traffic would be very busy and would be a problem. For an example, there is only one intersection of Canvas Way&Sunningdale RD to use for entrance and exit(go out and come into this large area). It is a valley like intersection and there is no good view and can't see far and further more cars from two directions along Sunningdale Road downhills to the bottom of the valley with much more quicker speeding. There is a bus stop at the intersection. If increasing 160 more car and 240 more people in this area, there would be a big problem for the traffic and for the people's life safety.
- This is Canada, there are many new places in London to build townhouses. There is no good reason to make this area as more high population density.
- Municipal services would be increased a lot. Storm water management pond can't support. It could cause troubles for schools, buses,...
- Against the expectations for the people purchased a new home in the new area. This specific land is expected for single dwellings as designed for a new area, not for townhomes dwellings.

I intend to attend the public participation meeting on March 19, 2024.

Thanks,

Jun

From: Mark Couto

Sent: Sunday, January 28, 2024 10:59 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Cc:

Subject: [EXTERNAL] Z-9691 Zoning By-law Amendment - 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To: Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Mark Couto

From: Li, Frank

Sent: Sunday, January 28, 2024 11:30 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Opposition

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

Thank you.

Frank

From: Shirley Yarema

Sent: Monday, January 29, 2024 8:20 AM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil,

As a resident whose home backs on to the proposed development, I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

Prior to adding additional density to the neighborhood, the City should be addressing the outstanding issues in Sunningdale road, addressing the single entry/exit from the neighborhood and working with the school boards to adequately and appropriately plan for future student capacity.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Shirley Yarema

From: David S

Sent: Monday, January 29, 2024 8:23 AM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns which significantly decreases safety.
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- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

Prior to adding additional density to the neighborhood, the City should be addressing the outstanding issues in Sunningdale road, addressing the single entry/exit from the neighborhood and working with the school boards to adequately and appropriately plan for future student capacity.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

David Stillert

To: cmaton@london.ca, jpribil@london.ca

Subject Line: 613 Superior Drive

Email message:

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive). I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,

Sherri Salvador-Couto

From: Jennifer Boyd

Sent: Monday, January 29, 2024 10:21 AM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] Z-9691 Zoning By-law Amendment / Applicant - Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil

I reside on Canvas Way in London and am opposed to the planning application filed by The Ironstone Building Company Inc to amend the current zoning of 613 Superior Drive (Z-9691).

I am writing to express my opposition. I have examined the Planning Justification Report as well as the residential zoning by-laws and found concerns, which include:

1. Strain on the existing Infrastructure

The original subdivision plan was designed to accommodate single family homes or school/place of worship/childcare center. Therefore, the infrastructure of the neighbourhood was built to support a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 units (approx. 250 vehicles, 355 people). I am concerned about congestion, an increase in traffic and lack of greenspace/parks in a residential area where many young children reside.

2. Safety

This development will lead to a massive influx in residents and will significantly change traffic patterns which will reduce safety. For my children to get to the park (the only park in the subdivision), they will need to cross over Canvas Way which will now be a main thoroughfare. I am seriously concerned about their well being and safety since I have 2 young children.

3. Schools

The additional units will increase the strain on local schools, which are already over capacity.

4. Roads

Sunningdale Road and Canvas Way is the only entrance to the subdivision. This intersection is in a valley and makes it unsafe for cars and pedestrians entering and exiting the neighbourhood. The current bus stop at the entrance is on the shoulder of the road which leaves very little space between those waiting for a

bus and traffic on Sunningdale. With an influx of residents utilizing this exit/entrance, it will negatively impact the safety of this area.

5. Municipal Services

The addition of residents and residential units far exceed the original plans, which will create a strain on municipal services.

6. Not in Keeping with the Neighbourhood

The proposed development is not in keeping with the rest of the neighbourhood. The plans show very little green space and little distance between the existing homes and therefore is not in keeping with the current subdivision.

7. The proposal Contradicts the City of London Zoning By-laws

According to Section 9.1 of the Zoning Bylaws "Density provisions range from 25 units per hectare (10 units per acre), designed to accommodate townhousing development adjacent to lower density areas". The proposed development is for a R5-5 zone variation which allows for a much higher density. Since the proposed development is bordered by single detached homes (low density) on the east, north and south (west is currently undeveloped) it seems that the provisions stated under section 9.1 (10 units per acre) would be what should be followed. It is also proposed to be added to the middle of an existing subdivision, not by a main roadway which is consistent with many other subdivisions.

Thank you,

Jennifer Patterson

From: Sean Patterson

Sent: Monday, January 29, 2024 12:33 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior - Zoning Amendment Z-9691

To Catherine Maton and Jerry Pribil,
I am a resident of Canvas Way.

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.
- The proposed size (142 units) exceeds the density as outlined in Section 9.1 of the City of London zoning bylaws "25 unit per hectare (10 units per acre), designated to accommodate townhousing development adjacent to lower density areas". The 142 proposed plan would place a high density residential unit in the interior of a subdivision which is surrounded by low density - single detached homes.

Thank you,

Sean Patterson

From: Heather Gelowitz

Sent: Monday, January 29, 2024 3:07 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Thank you,
Heather Gelowitz

From:

Sent: Monday, January 29, 2024 3:07 PM

To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>

Subject: [EXTERNAL] 613 Superior Drive Planing Zone

Email message From: [REDACTED]

Re: Z-9691 Zoning Bylaw Amendment/Applicant: The Ironstone Building Company Inc.

To Katherine Merton and Jerry Pribill,

I am writing to express my opposition to the zoning bylaw amendment recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

We strongly oppose the construction plans to build this project! We consider that the roads in the Upland community are insufficient to support the traffic and road travel of Maximum capacity estimated 200-500 people and increase the traffic flow on the road. Therefore, our neighbors mentioned above and I oppose the construction plan. At the same time, the new residential land will also cause problems such as tight housing for us.

Name: Ling Ma & George

From: Whitney Leon
Sent: Monday, January 29, 2024 5:34 PM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,
I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting virtually on March 19, 2024.

Thank you,
Whitney Leon

From: Naaz Naazil
Sent: Monday, January 29, 2024 11:34 PM
To: Maton, Catherine <cmaton@london.ca>; Pribil, Jerry <jpribil@london.ca>
Subject: [EXTERNAL] 613 Superior Drive

RE: Z-9691 Zoning By-law Amendment / Applicant: The Ironstone Building Company Inc.

To Catherine Maton and Jerry Pribil,

I am writing this letter to express my opposition to the zoning by-law amendment that was recently submitted by The Ironstone Building Company Inc. (Z-9691 for 613 Superior Drive).

I oppose this amendment for the following reasons:

- It is not in keeping with the surrounding area.
- The area, services, and roads were not designed for townhomes. It was designed for a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 townhomes (approx. 250 vehicles, 355 people).
- It changes the traffic patterns and significantly decreases safety.
- It will cause too much density for the municipal roads.
- It will cause too much density for municipal services.
- It will cause too much density for municipal schools.
- The streets are already unsafe along Canvas Way, especially at the intersection of Canvas and Sunningdale, which is the only entrance and exit for our neighbourhood.

I intend to attend the public participation meeting on March 19, 2024.

Rukshar shams

From: Kristin Ladd
Sent: Wednesday, March 6, 2024 9:42 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 613 Superior

Hi Catherine,

We haven't spoken since our meeting on January 20 and I'm curious if there have been any updates with regards to the zoning request for 613 Superior. We've been speaking to various groups independently, (Terence Kernaghan's office, the Ministry of Natural Resources and Forestry, both school boards, and even the developer), and are coming up with a ton of reasons why this shouldn't happen.

Can you please follow up on the items below:

1. Wetlands - the Powell wetlands underwent an environmental study by either the City or the Thames Valley Conservation Authority a few years back. I can't find any record of it. The Ministry indicated that the province classifies the areas but the Conservation Authority is responsible for its protection and whatnot. We were told that the report showed that the man made pond / walkway needed to be fixed, but that they couldn't take excavators into the area without harming the wildlife. We met with Paul from Ironstone and he confirmed that adding this many new dwellings will significantly decrease the natural grounds ability to absorb water and that water will now entirely flow into the same pond that is already overflowing year after year. I have asked my neighbours to pull up their camera evidence of the mass destruction of the trees before the March 19 meeting.

2. Roads - we still haven't seen any traffic studies. We have had additional recent accidents that have blocked the entire exit for long periods of time since we last spoke on Jan 20. I sent photos recently to Jerry.

3. Here's the article that tells you the LDCSB was planning to use this land: <https://lfpres.com/news/local-news/catholic-school-board-starts-expropriation-for-school-land>

It doesn't make sense to us why the city would have no record. We are trying to submit a Freedom of Information (FOI) request to demand the results of the environmental test on this land. We were told in passing that the school board gave it up because it was contaminated. Our community members who sit on the LDCSB school zoning committees (I think it's called AROC) will attest to this as well.

Kristin

From: Jennifer Boyd
Sent: Wednesday, March 6, 2024 3:24 PM
To: Lehman, Steve <slehman@london.ca>
Subject: [EXTERNAL] Opposition to the application for amend the current zoning - Superior Drive Z-9691

Good Afternoon Councillor Lehman,

We reside on Canvas Way in London and are opposed to the planning application filed by The Ironstone Building Company Inc to amend the current zoning of 613 Superior Drive (Z-9691).

We are writing to express our opposition. We have examined the Planning Justification Report as well as the residential zoning by-laws and found concerns, which include:

The proposal Contradicts the City of London Zoning By-laws

According to Section 9.1 of the Zoning Bylaws "Density provisions range from 25 units per hectare (10 units per acre), designed to accommodate townhousing development

adjacent to lower density areas". The proposed development is for a R5-5 zone variation which allows for a much higher density. Since the proposed development is bordered by single detached homes (low density) on the east, north and south (west is currently undeveloped) it seems that the provisions stated under section 9.1 (10 units per acre) would be what should be followed. It is also proposed to be added to the middle of an existing subdivision, not by a main roadway which is consistent with many other subdivisions.

The designation of Superior Drive as a Neighbourhood Connector in the London Plan

The London Plan outlines the type of developments that can be built based on the classification of city streets. Superior Drive has been classified as a neighbourhood connector and therefore, townhome developments are permitted to be built. However – **Superior Drive is NOT a neighbourhood connector**. The plans for the development of the land east of us (Applewood) has been stalled and there are no plans for a roadway to be constructed in this area. We have been told it will be several years (10-15 years) before this might happen. There is also protentional development to the west of the sub-division, but that is also several years away. Therefore, permitting development based on this road being a neighbourhood connector should not be approved because the road is not a connector until the infrastructure is complete.

Strain on the existing Infrastructure

The original subdivision plan was designed to accommodate single family homes or school/place of worship/childcare center. Therefore, the infrastructure of the neighbourhood was built to support a neighbourhood facility or 48 single dwellings (approx. 80 vehicles, 120 people) not 142 units (approx. 250 vehicles, 355 people). I am concerned about congestion, an increase in traffic and lack of greenspace/parks in a residential area where many young children reside.

Roads

Sunningdale Road and Canvas Way is the only entrance to the subdivision. There have been instances where traffic accidents on Sunningdale and Canvas Way have blocked the entrance/exit to our subdivision. This provides a safety risk as emergency vehicles would be blocked if needed. There was an accident on Canvas Way at the exit on February 25th, 2024. On this Sunday afternoon there was a line up of cars that were blocked from exiting the subdivision until the accident was cleared up.

This intersection is in a valley and makes it unsafe for cars and pedestrians entering and exiting the neighbourhood. The current bus stop at the entrance is on the shoulder of the road which leaves very little space between those waiting for a bus and traffic on Sunningdale. With an influx of residents utilizing this exit/entrance, it will negatively impact the safety of this area. I believe the city should conduct a traffic study to see the current situation in the neighbourhood and speculate the impact a development with approximately 250 vehicles will impact the neighbourhood.

Safety

This development will lead to a massive influx in residents and will significantly change traffic patterns which will reduce safety. For my children to get to the park (the only park in the subdivision), they will need to cross over Canvas Way which will now be a main thoroughfare. We are seriously concerned about their well being and safety since I have 2 young children and we live on Canvas Way.

Schools

The additional units will increase the strain on local schools, which are already over capacity.

Municipal Services

The addition of residents and residential units far exceed the original plans, which will create a strain on municipal services.

Wetlands

We have an environmentally significant wetlands that is located at the entrance to our subdivision, that houses many species of rare birds. According to the London Plan these wetlands have been deemed 'provincially significant wetlands'. At this time there have been issues with drainage which has flooded the walking trails and killed a lot of the trees in the wetlands area. Increasing the density of homes will only exacerbate this situation. The London plan also states "The plan sets out ways to conserve cultural heritage and protect environmental areas, hazard lands, and natural resources". We believe greatly increasing the housing density in the neighbourhood will have a negative impact on our environmental areas, thereby contracting the goals of the plan.

Commitment to build more homes

We understand that the city has made a commitment to provide 47,000 new homes by 2031. We are not opposed to supporting varied housing developments. However, we are worried that greatly increasing the housing density in our neighbourhood that can not accommodate the massive influx in people, will have an adverse impact on the infrastructure, the environment and the existing residents as well as the city. I feel this is a situation where the "cart is being put before the horse". If the city allows Ironstone to build 142 units which exceeds the current allowable units by 94, the infrastructure in the neighbourhood will become over-burdened and this will be a problem for the city of London. The roadways should be developed (as per the London Plan) prior to allowing for development which far exceeds the density as set by our city's bylaws.

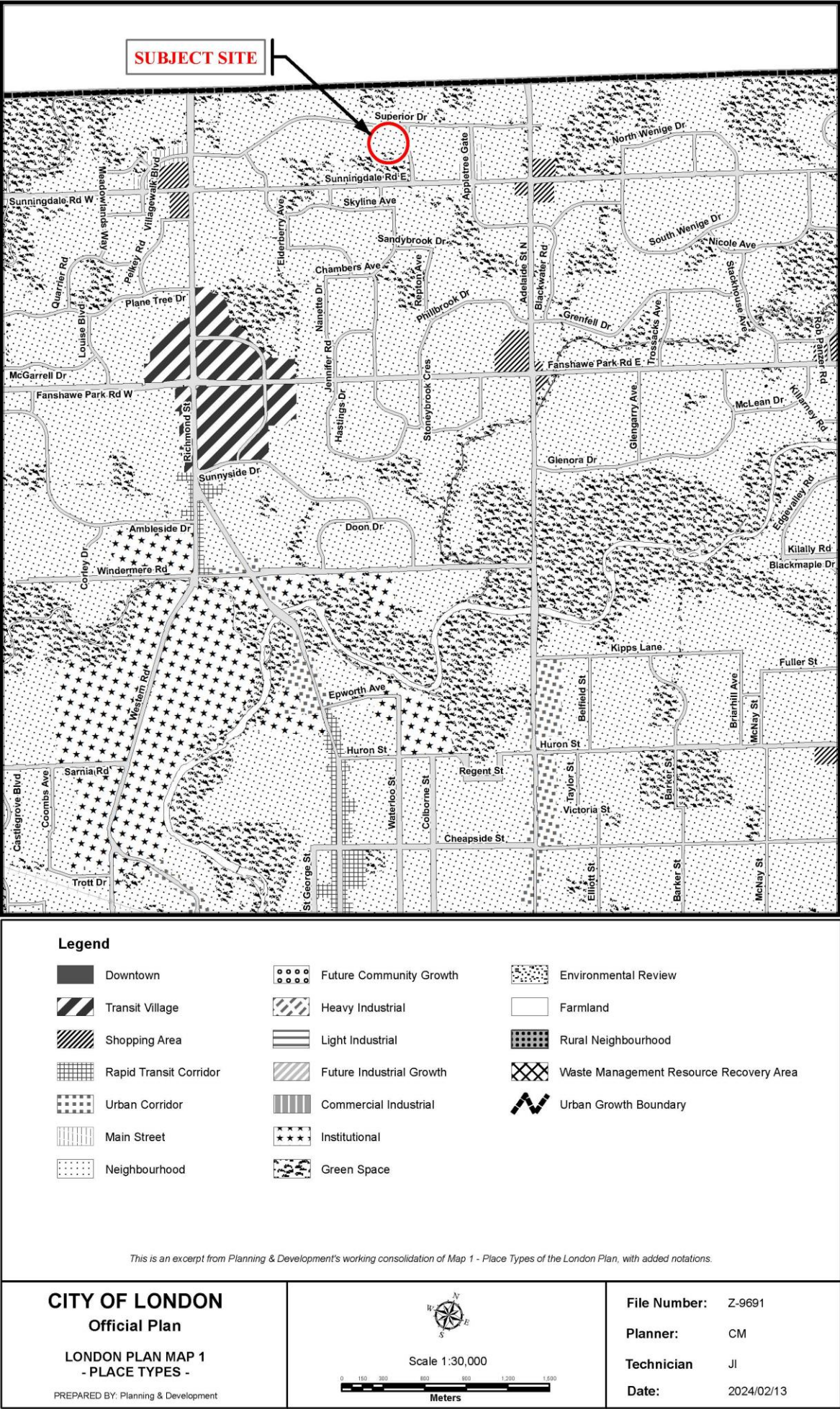
In the justification report prepared by Ironstone, they are using the need for extra housing to push the limits on the density and units that can be crammed in that parcel of land with no concern for the current or future residents of this neighbourhood. This is a matter of business and making money, which will end up costing the city when the density far exceeds the capacity.

We appreciate your time and hope to have your support in the upcoming meeting.

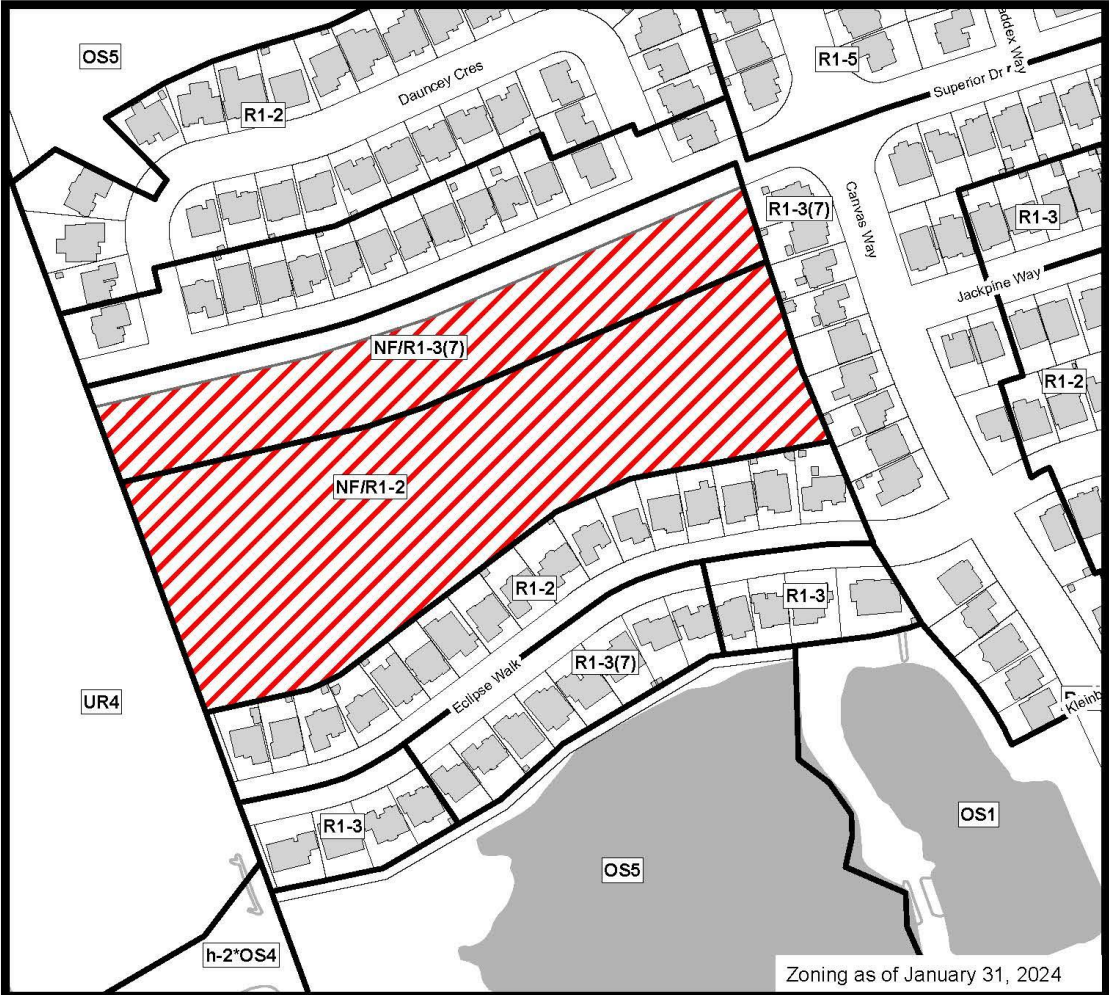
Thank you,

Jennifer and Sean Patterson

Appendix F – Relevant Background



Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9691_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: NF/R1-3(7) & NF/R1-2

1) LEGEND FOR ZONING BY-LAW Z-1

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE
- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW
- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION
- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9691 CM

MAP PREPARED:
2024/02/13 JI

1:2,500
0 12.525 50 75 100
Meters

From: K. Ladd
Sent: Sunday, March 10, 2024 6:18 PM
To: Lehman, Steve <slehman@london.ca>
Subject: [EXTERNAL] Opposition to Z-9691 (613 Superior)

Dear Councillor Steve Lehman,
I'm writing to formally oppose the upcoming Zoning By-law Amendment for 613 Superior (File: Z-9691).

In 2012, my husband and I purchased our first home at [REDACTED] Eclipse Walk. I grew up in Toronto, attended UWO, and decided that I wanted to make London my home. We were the 3rd family to move into the neighbourhood, and we've been able to watch our beautiful community come together, house by house. We were told by our builder that the lot behind our house was zoned for a school/community dwelling, or single-family homes.

In 2019, our wishes came true when Deb Matthews announced funding, and the LDCSB announced that this would be the lot for their next school ([Catholic school board starts expropriation for school land | London Free Press \(lfpress.com\)](https://www.lfpress.com)). Our children were 5 and 2 at the time, so this was a dream come true. We were enrolled at St. Catherine of Siena, which was already displaying symptoms of severe overcapacity. During the pandemic, all building efforts were delayed, there was mediation/arbitration required for this deal, and suddenly, the LDCSB needed two new schools, and dissolved their deal.

When Ironstone purchased the land from Z-Group, we all succumbed to the fact that they would begin building single-family homes in this location. The Area Plan indicated that this lot could hold 49 single-family homes and required 2.4 ha of greenspace that would connect to the walking path at the west of the subdivision, beside [REDACTED] Eclipse Walk.

We were all completely shocked to see the rezoning request for 142 townhomes. Over 100 of my neighbours and I have grouped together to try and preserve this area and ensure that it is maintained for what it was planned for. We've met with the city, the planner and our ward councillor, on multiple occasions to express our concerns.

We do not oppose building on this lot. However, we do oppose such a large number of units when the infrastructure has proven that it cannot handle the current capacity. Almost tripling the number of units from 49 to 142 will cause an immense burden not only on our subdivision, but also on our schools, our roadways, our wetlands, our stormwater pond, our park and our children's safety. Here's why:

1. **The requested zoning change is not in keeping with the surrounding area.** The by-law states that:

"Density provisions range from 25 units per hectare (10 units per acre), designed to accommodate townhousing development adjacent to lower density areas, to 60 units per hectare (24 units per acre) for inner city areas and locations near major activity centres."

If you approve of this request as is, you're saying that this is an inner-city location. We have no sidewalks along Sunningdale. We have no way to enter or exit the neighbourhood on

foot. If you allow 45 units/hectare, like Ironstone is requesting, you are essentially endorsing an inner-city neighbourhood in the suburbs. The only other neighbourhoods in London with this many units on one lot, are in the inner-city areas, like Kipps Lane, Huron Street, Third Street, and Jalna Blvd. Approving this design inside Uplands North is not at all in keeping with the surrounding area.

1. **The requested density is far higher than anything you've ever approved within a neighbourhood that otherwise is surrounded by 50-foot-wide lots** - Townhouses / high density housing should not be surrounded by single family dwellings, but rather, should be positioned along major roads with safe and easy access to public transit, shopping districts and schools.

Adding 142 units over densifies the area without having proper roadways, proper stormwater management, adequate greenspace, and essential services.

The area should be preserved as low density (R1) residential. A zone change to high density (R5) is inconsistent with other strategies to have high density areas near major roads, public transit, shopping areas and schools.

1. **The roadways are already insufficient** - There is only one entrance and exit into the subdivision. It's extremely unsafe. We've had many recent accidents that have blocked the entire entry/exit; meaning if any of our neighbours required emergency services, they'd be out of luck. Every car has to enter and exit from Canvas Way. Adding approx. 200 more vehicles to this area without adequate roadways is inappropriate planning.
1. **The environmental impact is unacceptable** – Powell Wetlands has been drastically devastated by overcapacity and poor planning during Phase 2 and 3 of the subdivision. After the completion of Phase 1, residents were able to walk fully around the stormwater pond year-round. After the completion of Phase 2 and 3, we can no longer walk around the stormwater pond through the winter all the way through until July. The entire western walkway from the pond to the west end of Eclipse Walk is underwater for months every year. New homeowners in Phase 1 with homes backing onto Powell Wetlands, used to have a beautiful view of ample trees with green foliage.

The water level has risen so high, that most of the trees have been killed. The wildlife is dwindling. A city of London environmental study was completed to determine the impact. The Powell Wetlands area is a provincially significant wetland, and I've been in touch with the Ministry of Natural Resources and Forestry to determine next steps on how to ensure this area is actually protected.

Ironstone's planner, Paul Hinde, indicated that with every new dwelling, less water will be able to naturally absorb into the earth. It's basic engineering knowledge. Therefore, with a development of this size, more water will flow into the stormwater pond. The city seems to think that this stormwater pond is sufficient, yet it's overflowing into the wetlands every single year. Please see the devastating photos attached. We need less homes built on 613 Superior to protect our wetlands from further deteriorating. I assume there are fines for

killing the trees and wildlife, and the city should be responsible for replacing them, if that's even possible.

1. **Insufficient greenspace** – Greenspace has not been planned appropriately for the number of children and families living in the neighbourhood already. The original Uplands North Area Plan (City of London Planning Division, May 2003, in conjunction with MHBC Planning, Whitney Engineering, and Earth Tech Canada Inc.) Section 4.4 page 22 recommended two adequate greenspace areas. The first is the current Powell Park, and the second is described below:

“The other neighbourhood park will form part of the school campus setting in the central part of the study area. This park will be located entirely on the Drewlo lands between the two school sites and should be a minimum of 6 ac. (2.4 ha.). This park will also be highly visible situated along the main eastwest collector road and will be accessible by pedestrians through the creation of a northsouth trail system and sidewalks provided along the secondary collector road.”

Even without a school on this lot, 2.4 hectares of this land is required to be greenspace. There are more families here now than they were planning for in 2003, so if they knew this land should be greenspace back then, why would the city be able to say there is no longer a requirement for greenspace?

1. **Safe Access** – The number of vehicles is increasing in the neighbourhood with no secondary entrance or exit into the subdivision. This has made the entrance/exit at Canvas Way extremely difficult to get in and out of. Cars are jumping ahead to get in front of people exiting, doing U-turns in the single lane road, and causing accidents that have physically blocked the entire entrance/exit. There is also a city bus stop right on Sunningdale without any shelter or barriers to protect your citizens.

In addition to the roadway insufficiencies, there are also no sidewalks bordering the neighbourhood along Sunningdale Road. High school students who attend Mother Theresa are ineligible for school bussing, because they are too close to the school. Students are walking to school with no sidewalks. Adding a substantial number of cars into the neighbourhood will only make the situation more unsafe.

1. **The area schools cannot support this:** The LDCSB local school (St. Catherine of Siena) is over capacity by 70%, and with the delay of the new schools in Fox Field and Cedar Hollow, there is no capacity to send potentially 100 – 200 new kids to this school. When the new Fox Field school opens, Siena will still be overcapacity. It would be irresponsible for the City of London to continue approving zoning changes that will increase a single block's capacity by nearly 3 times as many families.

My children are now aged 10 and 7. My 10-year-old is in the **18th portable** at Siena, with no additional washrooms, gym, or library space. There are not enough supervisors to watch these children during lunch and recess. I know the school capacity isn't really the city's

responsibility, but you are directly at fault. You have approved too many medium- to high-density areas in these zones and you have caused this injustice to our children.

I'd like to express my concerns over how the City of London staff has handled this zoning by-law amendment. The irresponsible actions taken by city staff have caused our entire community to wonder how serious decisions like these could be placed in their hands.

We've been told the transportation department has no concerns over this rezoning, yet when we asked for an update traffic study (the last was 6+ years ago), we received no response. We've sent in photographs of accidents that have occurred at the entrance of Canvas Way and Sunningdale, fully blocking access into, and out of, the neighbourhood and the city has shown complete disregard for our safety.

We were told by a city staff member that we could start using the dirt road, an unassumed, unpaved, unlit, construction road, that is called Appletree Gate. This is the most reckless response we could have received to our demand for additional roadways. My insurance company, TD insurance, has informed me that they will not cover any damage that will occur in response to me driving along this "road". I'm still in shock that the city endorsed this as an acceptable alternative.

If this lot must be approved as medium density, the City of London should endorse the following:

1. Maximum of 75 units, per the city's own by-law.
2. Minimum 10 meters from the property line.
3. Plant trees behind all houses and between each block.
4. Use a fence along Superior instead of the frontages.
5. Maximum single story (with a real entrance / gated community style).
6. Add additional visitor parking to the interior of the lot, taking extra cars away from Superior and Dauncey Cres.
7. 2.4 hectares to greenspace, like the original Area Plan required.
8. Appletree Gate must be extended to Superior Drive. The city needs to expropriate the land and complete this roadway before any of this construction should even be considered.

These concessions would reduce the number of homes, which would also protect some of the other factors expressed above, safe roadways, consideration for the environment, school capacities, etc.

The common theme with these factors is that the city is approving these zoning requests before ensuring that there is safe and adequate infrastructure.

I will be in attendance on March 19 at the public participation meeting, and I am praying that this consideration is taken seriously for the sake of my family's future. I will personally be representing the area doctors, nurses, teachers and school administrators who are unable to attend this meeting but deserve the right to have their opinions heard as well.

Kristin Ladd (and Kevin Ladd)



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680 Waterloo St London ON N6A 0B3

The Corporation of the City of London
300 Dufferin Street
P.O. Box 5035,
London, Ontario.
N6A 4L9

February 16, 2024

Attention: Chair Lehman,
Member of Planning and Environment Committee

RE: Response to Public Comments

613 Superior Drive

Proposed Zoning Bylaw Amendment

Your File Z-9691

Dear: Chair Lehman and Member of Planning and Environment Committee:

The Ironstone Building Company inc. is in receipt of a number of neighbouring landowner comments pertaining to the Zoning Bylaw Amendment Application (Z-9691) which was submitted in support of a proposed one hundred and four-two (142) unit, two (2) storey cluster townhouse development at 613 Superior Drive. The zoning bylaw amendment application was submitted to rezone the subject lands from a Neighbourhood (NF), Residential (R1-2 & R1-3(7)) zone to a Residential (R5-5) zone. Although the City of London has received a number of submissions, the concerns can be summarized as follows:

Form/Style/Design:

- Negatively affect price of neighbouring properties;
- Should use 25uph as per section 9.1 of the London Plan;
- Not in keeping with subdivision;
- Single storey development;
- Privacy/decks 3m from property line;
- Tree planting, higher fence;

Servicing

- Infrastructure not sufficient;
- Stormwater management pond can not support additional flows;
- Wetland is damaged;

Subdivision Issues:

- Canvas Way and Sunningdale intersection bottleneck/traffic and safety concerns;
- Want an alternative construction route;
- Need the school;

- Lack of greenspace, need more parkland.
- Not enough school space;
- School passed on site because contaminated.

We understand Councillor Pribil met with area residents on two (2) separate occasions to discuss the concerns raised. The first meeting was held on January 20, 2024 and the second meeting (February 6, 2024) was held via zoom was also attended by Catherine Maton, Senior Planner, Planning Implementation to assist Councillor Pribil in providing clarification of the planning process.

The Ironstone Building Company Inc. wishes to provide the following information with respect to the concerns raised by the neighbouring landowners:

FORM/STYLE/DESIGN:

The proposed development is consistent with the existing neighbourhood. The townhomes are proposed to be 2 storeys in height and of similar architectural style to existing homes. Planning is governed by the London Plan, zoning just implements that plan and is subject to change. The London Plan has always contemplated townhomes as a possible use in this location. Townhomes are very compatible with the existing community. Units are proposed to front Superior Drive to provide “active frontage” and a positive urban design.

Height/Yard Setbacks -The key differences in the Residential 1 (current zoning) and the Residential R5 (proposed zoning) are:

Height Comparison	Current Zone Max.	Proposed
R1-3	9.0m	9.0m
R1-2	9.0m	
NF	12.0m	

Rear Yard Setback	Current Zone Min.	Proposed
R1-3	6.0m	6.0m
R1-2	4.5m	
NF	6.0m	

Proposed units are located +/- 6m from the property line; the existing R1-2 zone would have permitted a smaller rear yard setback of 4.5m abutting homes on Eclipse Walk and Canvas Way. The proposed townhouses are no higher than the existing single detached dwellings, or units that could have been constructed under the current zoning.

Density – The proposed density (42 units per hectare) is consistent with townhouse development – actually a bit less, as the standard R5-7 zone permits 45 units per hectare. Table 10 of The London Plan outlines the range of permitted uses on various street classifications; townhouses are a permitted use on both neighbourhood streets and neighbourhood connectors (Superior Drive is a Neighbourhood Connector).

While more dense than a single detached dwelling, their built form is very similar. The proposed development will not introduce an undue burden on the neighbourhood. Increasing the density improves the attainability of housing and housing choice. Introducing some density into the community helps contribute to a “complete community”. These units will introduce more attainable options for younger adults/families to enter the housing market, or offer an option for a single income household, or create opportunities to downsize for older individuals... etc. Without these options members of the community would be forced to leave the neighbourhood in search of housing that meets their needs. The City of London is in a housing crisis, additional units are desperately needed.

Value of Properties - The proposed development will not have a detrimental impact on home values in the area. The current zoning (R1-2 & R1-3) permitted lots with minimum frontages of 9m & 10m (29.5ft & 32.8ft) which are not drastically different from what is proposed.

Fences/Trees - Fence & trees will be regulated through Site Plan approval as outlined in the Site Plan Control By-law.

SEVICING:

There is an existing 750mm dia. municipal storm sewer within the Superior right-of-way north of the site. A 450mm storm stub has been provided to property line at the northeast corner of the subject site.

There are 7 rear yard catch basin maintenance holes (CBMH) in the lots along the north side Eclipse Walk. A 6.0m storm easement is located between lots 91 and 92 (Mun. 656 and 668) on Eclipse Walk. These off-site sewers and catch basins will be utilized by connecting to them.

After discharging to the existing municipal sewer, site runoff is ultimately conveyed to the existing subdivision stormwater management facility (SWMF) design and constructed by the City of London, located south of the subject site. Both the 1:100 year and 1: 250 year storm event is controlled on the subject lands.

The post-development peak flows are to be equal to or less than the allowable peak flows (based on the site's design runoff coefficient of $C=0.50$) for all storm events up to and including the 100-year design storm event (based on City of London IDF parameters);

The proposed site plan results in a site imperviousness of 62% ($C=0.63$). Given that this is greater than the allowable design runoff coefficient of $C=0.50$ (43% imperviousness), stormwater quantity controls are required and will be provided via orifice-controlled surface storage and underground storage. Quality control is to be provided via an oil-grit separator unit. An underground storm water chamber is proposed to contain the stormwater on site and flows to the off-site storm sewers will be controlled by placing orifices (restrictor plates) in the discharge pipes. (see attachment for location of structure located underground the large communal open space area)

The consulting engineers retained to design the civil services for the site are confident this development will not cause any additional flooding to adjacent properties as all stormwater is being contained and controlled on site. The existing off site storm sewer infrastructure is sufficiently sized to accommodate this development. Finally, The City of London Development Engineering Division will be reviewing the engineering drawings as part of Site Plan Approval.

SUBDIVISION ISSUES:

Green space – parkland was provided for this block at the time of subdivision approval; Powell Park was sized to accommodate the subject lands). Development to the west (in the future) would provide additional park resources. Green space requirements for the Subdivision (including this block) were satisfied and resulted in the creation of Powell Park.

Schools – as everyone is aware, this block was originally planned for school development. All school boards had the option to secure the property over the 7+ years between Subdivision Registration and when the block was brought to market. School development is based on funding from the Minister of Education and unfortunately the City/Developer has limited input. As part of the Subdivision process, all school boards within London had "first right of refusal" on the block. The School Boards elected not to move forward with the site; they had "first right of refusal" for 7+ years. These rights were waived and the property was listed for sale in February 2022.

Traffic - Through consultation with City Staff, a TIS (or additional traffic investigations) was not identified as a need for the application. The proposed development should not generate more traffic than the school use would have. Intersection improvements at Sunningdale/Canvas would be up to Transportation staff at the City. There are two proposed access points to/from the proposed development, aligning with both connections of Dauncey Crescent. Superior Drive connects to Canvas Way which provides two connections to Sunningdale Road. East; one directly, and a second via Kleinburg Drive to Appletree Gate. Additional connections will be added when the development located west proceeds



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The Sunningdale/Canvas Way intersection is beyond the Developers control. The roundabout/intersection at Canvas Way and Superior Drive will allow traffic to flow smoothly. Levels would have been established at the time of subdivision approval to trigger signalization of the Sunningdale/Canvas intersection. Suggesting reaching out to the Transportation team at the City. Any upgrades to existing roads would be subject to City budgeting approval, as the subdivision has been assumed by the City of London.

We trust you find our responses to issues and concerns raised informative and will assist you in understanding the proposed cluster townhouse development and the benefits this will provide to the City of London.

Sincerely:

THE IRONSTONE BUILDING COMPANY INC.

Paul V. Hinde
Development Planner

Cc: Council J Pribil – City of London
Mike Corby, City of London
Catherine Maton- City of London
Dave Stimac- The Ironstone Building Company Inc.

From: ANGUS JOHNSON
Sent: Monday, March 18, 2024 6:57 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] addition to the agenda of the 03 19 meeting

To: The Chair and Members of PEC:

My sincere thanks for this opportunity to present my ideas to the PEC:

RE. Agenda Items: (3.2) 6097 Col. Talbot Rd, (3.3) 192-196 Central Ave., (3.4) 900 Jalna Blvd, (3.6) 3010 Yorkville St, (3.7) 460 Asher Cres. (3.9) 615 Superior Dr.

~~(Attached below: a copy of the Rainham Dalhousie Emissions map for reference.)~~

The emissions information on the Rainham/Dalhousie Emissions map has the following clear implications for London development. First, existing areas of vegetation in London should be protected so that they can help reduce emissions. Second, areas in London where vegetation has been degraded should be improved. Third, the number of vehicles producing emissions in London should be reduced and efforts be made to prevent more cars from adding to existing amounts of emissions. On that item, note that if approved and completed these projects will bring in total another 767 cars to London.

900 Jalna Blvd, 3010 Yorkville St., 460 Asher Cres, 615 Superior Dr.

New developments should make allowances for at least 55% reserved areas of vegetation, exclusive of all areas of pavement and infrastructure. These areas should aim at creating significant natural environments and include tree plantings. These four developments should be required to conform that model.

Angus Johnson, Greenspace Alliance

**DEFERRED MATTERS
PLANNING AND ENVIRONMENT COMMITTEE
(AS OF MARCH 11, 2024)**

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1	Draft City-Wide Urban Design Guidelines – Civic Admin to report back at a future PPM of the PEC	Oct 29/19 (2.1/18/PEC)	Q4 2024	McNeely/Edwards	Staff are working to incorporate the contents of the draft Urban Design Guidelines into the Site Plan Control By-law update (expected Q2 2024) as well as the new Zoning By-law (expected Q4 2024). The need for additional independent UDG will be assessed after those projects are complete.
2	Homeowner Education Package – 3 rd Report of EEPAC - part c) the Civic Administration BE REQUESTED to report back at a future Planning and Environment Committee meeting with respect to the feasibility of continuing with the homeowner education package as part of Special Provisions or to replace it with a requirement to post descriptive signage describing the adjacent natural feature; it being noted that the Environmental and Ecological Planning Advisory Committee (EEPAC) was asked to undertake research on best practices of other municipalities to assist in determining the best method(s) of advising new residents as to the importance of and the need to protect, the adjacent feature; and,	May 4/21 (3.1/7/PEC)	Q2 2024	McNeely/Davenport/ Edwards	Staff have undertaken a detailed review of the recommendations made in the EIS Monitoring Report and are reviewing overall best practices.

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
3	Medway Valley Heritage Forest ESA – c) the portion of the pathway and trail system from Gloucester Road (Access A11) to its connection with the pathway in the Valley shown on “Appendix B” of the Medway Valley Heritage Environmentally Significant Area (South) Conservation Master Plan BE DEFERRED to be considered at a future meeting of the Planning and Environment Committee following further consultation and review with the adjacent neighbours, the Upper Thames River Conservation Authority, the Environmental and Ecological Planning Advisory Committee and the Accessibility Advisory Committee	August 10/21 (3.9/11/PEC)	Q1 2024	McNeely/Edwards	Staff are reviewing the detailed design recommendations of the retained consultants and have undertaken community consultation with the adjacent neighbours, UTRCA, ECAC and ACAC. Staff are preparing a staff report with a recommendation.
4	Food Based Businesses – Regulations in Zoning By-law Z-1 for home occupations as it relates to food based businesses	Nov 16/21 (4.2/16/PEC)	Q2 2024	McNeely/Adema	A planning review has been initiated with a report that includes any recommended amendments targeted for Q2 2024.
5	Global Bird Rescue – update Site Plan Control By-law and Guidelines for Bird Friendly Buildings	Nov 16/21 (4.3/16/PEC)	Q3 2024	McNeely/O’Hagan	Bird Friendly standards and guidelines will be incorporated into the Site Plan Control bylaw (expected Q3 2024).
6	Civic Administration to review existing and consider in future housing-related CIPs opportunities to include and incentivize the creation of affordable housing units and report back no later than Q2 of 2024, including but not limited to the introduction of	June 27, 2023 (3.2/10/PEC)	Q2 2024	S. Thompson/J. Yanchula	This work is underway.

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	mandatory minimums to access CIP funds; and options to include affordable housing units in existing buildings				
7	Byron Gravel Pits Secondary Plan – Civic Administration to report back on consultation process, and the outcome of supporting studies that will inform the Final Byron Gravel Pits Secondary Plan and implementing an OPA	July 25, 2023 (2.2/12/PEC)	Q2 2024	H. McNeely/P. Kavcic	City staff have completed two public consultation events and have consulted with the City Advisory Committees. Staff are planning to bring forward the secondary plan for approval in Q2 2024.

Community Advisory Committee on Planning
Report

3rd Meeting of the Community Advisory Committee on Planning
March 13, 2024

Attendance PRESENT: S. Bergman (Chair), M. Ambrogio, I. Connidis, J. Dent, J. Gard, A. Johnson, S. Jory, J.M. Metrailler, M. Rice, M. Wallace, K. Waud and M. Whalley, M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: M. Bloxam and S. Singh Dohil ALSO PRESENT: Councillor J. Pribil; L. Dent, E. Hunt, K. Gonyou and K. Mitchener

The meeting was called to order at 5:30 PM; it being noted that M. Ambrogio, I. Connidis, A. Johnson, J.M. Metrailler and M. Wallace were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

M. Wallace discloses a pecuniary interest in clause 3.2 of the 3rd Report of the Community Advisory Committee on Planning, having to do with the Notice of Planning Application and Notice of Public Meeting - Zoning By-law Amendment - 634 Commissioners Road West, by indicating that the applicants are members of the association that employs him.

J. Dent discloses a pecuniary interest in clause 4.1 of the 3rd Report of the Community Advisory Committee on Planning, having to do with the Stewardship Sub-Committee Report, by indicating that his employer has done work related to one of the items on the report.

2. Scheduled Items

None.

3. Consent

3.1 2nd Report of the Community Advisory Committee on Planning

That it BE NOTED that the 2nd Report of the Community Advisory Committee on Planning, from the meeting held on February 14, 2024, was received.

3.2 Notice of Planning Application and Notice of Public Meeting - Zoning By-law Amendment - 634 Commissioners Road West

That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting, dated February 15, 2024, from B. House, Planner, with respect to a Zoning By-law Amendment related to the property located at 634 Commissioners Road West, was received.

3.3 Notice of Planning Application and Notice of Public Meeting - Zoning By-law Amendments - 1170 Fanshawe Park Road East

That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting, dated February 26, 2024, from M. Hynes, Planner, with respect to Zoning By-law Amendments related to the property located at 1170 Fanshawe Park Road East, and the Heritage Impact Assessment, dated February 2, 2024, from Zelinka Priamo Ltd., were received.

3.4 Notice of Revised Planning Application and Public Meeting - Review of The London Plan - City-wide - Official Plan Review of The London Plan and Land Needs Assessment Update

That it BE NOTED that the Notice of Revised Planning Application and Public Meeting, from T. Macbeth, Manager, Planning Policy (Growth), with respect to a Review of the London Plan related to a City-wide Official Plan Review of the London Plan and Land Needs Assessment Update, 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 the meeting held on February 28, 2024, was received; it being noted that the Community Advisory Committee on Planning indicated continued interest in the property located at 600 Sanitorium Road and requests continued engagement with Infrastructure Ontario with respect to this matter.

5. Items for Discussion

5.1 Heritage Designation of the Property Located at 244 Base Line Road East

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a staff report, dated March 13, 2024, with respect to the Heritage Designation of the property located at 244 Base Line Road East, and the CACP supports the staff recommendation.

5.2 Properties Located at 651 Talbot Street and 172 Central Avenue

That the following actions be taken with respect a delegation from A.M. Valastro related to the properties located at 651 Talbot Street and 172 Central Avenue:

- a) the matter of the property located at 651 Talbot Street BE REFERRED to the Stewardship Sub-Committee for review; and,
- b) the Civic Administration BE REQUESTED to explore expropriation, or other preservation options, related to the property located at 172 Central Avenue, for repurposing or other uses; it being noted the significance of Dr. Oronhyatekha, the first known occupant of the property, to the indigenous history of our community;

it being further noted that this comes in response to a delegation from a member of the public;

it also being noted that a verbal delegation, and the delegation appended to the Agenda, from A.M. Valastro, with respect to this matter, were received.

5.3 Community Heritage Ontario Membership Renewal 2024

That the Community Advisory Committee on Planning membership renewal with Community Heritage Ontario for 2024, BE APPROVED.

5.4 Community Advisory Committee on Planning Terms of Reference

That the staff report, dated February 6, 2024, with respect to the Community Advisory Committee on Planning Terms of Reference, BE REFERRED to the Planning and Policy Sub-Committee for review.

5.5 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated March 13, 2024, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application and Notice of Public Meeting - Zoning By-law Amendment - 376-390 Hewitt Street and 748 King Street

That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting, dated March 8, 2024, from C. Cernanec, Planner, with respect to a Notice of Planning Application and Notice of Public Meeting related to a Zoning By-law Amendment for the properties located at 376-390 Hewitt Street and 748 King Street, was received.

7. Adjournment

The meeting adjourned at 7:16 PM.