

Agenda Including Addeds

Planning and Environment Committee

6th Meeting of the Planning and Environment Committee

April 9, 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

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	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1 4th Report of the Ecological Community Advisory Committee	3
3. Scheduled Items	
3.1 Public Participation Meeting - Item not to be heard before 1:00 PM - 3696 & 3832 Scotland Drive - (Z-9705)	9
3.2 Public Participation Meeting - Item not to be heard before 1:00 PM - 634 Commissioners Road West - (Z-9708)	30
a. <i>(ADDED) Project Summary</i>	61
3.3 Public Participation Meeting - Item not to be heard before 1:30 PM - 735 Wonderland Road North - (Z-9704)	63
a. <i>(ADDED) C. Wilkinson</i>	116
b. <i>(ADDED) K. and C. McNairn</i>	117
3.4 Public Participation Meeting - Item not heard before 2:00 PM - Byron Gravel Pit Secondary Plan	118
a. <i>(ADDED) Byron Gravel Report</i>	220
b. <i>(ADDED) D. Hayman and A. Leadbetter, MTE Consultants Inc.</i>	319
c. <i>(ADDED) C. Linton, Highland Ridge Land Corp.</i>	322

4. Items for Direction

5. Deferred Matters/Additional Business

5.1 Deferred Matters List

6. Adjournment

Ecological Community Advisory Committee

Report

4th Meeting of the Ecological Community Advisory Committee
March 21, 2024

Attendance S. Levin (Chair), S. Evans, T. Hain, S. Hall, B. Krichker, K. Moser, G. Sankar, S. Sivakumar and V. Tai and H. Lysynski (Clerk)

ABSENT: R. McGarry

ALSO PRESENT: A. Curtis, K. Edwards, E. Guil, J. Raycroft, M. Shepley, E. Williamson and P. Yanchuk;

The meeting was called to order at 4:32 PM; it being noted that S. Evans, T. Hain, B. Krichker, G. Sankar, S. Sivakumar and V. Tai were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Oxford Street West Environmental Assessment

That it BE NOTED that the presentation appended to the Ecological Community Advisory Committee Agenda from P. Yanchuk, Transportation Design Engineer, City of London, Erik Guil, Technologist II, City of London, M. Lavictoire, Project Manager, Natural Environment, CIMA+, K. Markvorsen, Natural Sciences Lead, CIMA+, K. Jim Project Manager, CIMA+ and D. Hiatt, Design Lead, CIMA+, with respect to the Oxford Street West Environmental Assessment, was received.

3. Consent

3.1 3rd Report of the Ecological Community Advisory Committee

That it BE NOTED that the 3rd Report of the Ecological Community Advisory Committee, from its meeting held on February 15, 2024, was received.

4. Sub-Committees and Working Groups

4.1 32 Chesterfield Avenue

That the attached Working Group comments related to the property located at 32 Chesterfield Avenue BE FORWARDED to the Civic Administration for consideration.

4.2 Environmental Management Guidelines Review update

That it BE NOTED that the Ecological Community Advisory Committee held a discussion with respect to the Environmental Management Guidelines Review update.

5. Items for Discussion

5.1 Notice of Planning Application – 735 Southdale Road West

That a Working Group BE ESTABLISHED consisting of S. Levin (Lead), S. Evans, S. Hall and B. Krichker to review the Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments relating to the property located at 735 Southdale Road West; it being noted that the Ecological Community Advisory Committee received a Notice of Planning Application dated March 13, 2024, with respect to this matter.

5.2 (ADDED) Amendments to the Environmental Policies of The London Plan

That a Working Group BE ESTABLISHED consisting of S. Levin (lead) and B. Krichker, relating to possible Amendments to the Environmental Policies of The London Plan; it being noted that the Ecological Community Advisory Committee received a communication dated March 21, 2024, with respect to this application;

it being pointed out that a potential conflict with Section 28 of the *Conservation Authorities Act* was discussed and S. Levin vacated the room for that portion of the discussion.

5.3 (ADDED) April Meeting

That the April 18, 2024, Ecological Community Advisory Committee meeting BE MOVED to April 10, 2024.

6. Adjournment

The meeting adjourned at 6:02 PM.

32 Chesterfield. SLSR and EIS received at the February 2024 meeting of ECAC. Document prepared by NRSI and dated January 2024.

Working group comments from S. Levin and K. Mosher

AREA MAPPED AS H1

The section marked H1 on the EIS maps is identified as direct fish habitat (EIS page 22). It is city property according to the City of London map site. Page 23 of the EIS states:

“An assessment of the thermal regime of the drainage feature to the northwest of the subject property was not completed; however, as the drainage feature is entirely contained within the Significant Woodland associated with the FOD7-3 community the 30m buffer proposed from this feature will provide appropriate protection for the watercourse as well.”

Temperatures were recorded at 12 degrees (pg. 17), which seems quite cool for June. This has implications for protection and drainage from construction and post construction impacts.

Despite this, page 19 / 20 of the EIS indicates H1 (which is where this drainage feature flows through) should not be considered as part of the Significant Woodland. This leads ECAC to ask, “So what’s the right answer?” From our site investigation, Page 12 of the EIS seems to mischaracterize H1 as a hedgerow (H1 is mapped in the EIS as being west of the subject site). The west side of the site slopes dramatically. The sides of the slopes are wooded. There are mature Black Cherry trees on the top of the slope just to the west of the current metal fence.

And while it is true (p.19) that “... the lands to the south of the subject property are urbanized... we are unclear why this leads to the EIS concluding the H1 feature does not provide a natural linkage to other areas of natural cover and should not be considered to be part of the significant woodland.

ECAC RECOMMENDS that H1 be included as part of the Significant Woodland and the entire Significant Woodland be mapped accordingly on Map 1 and on Map 5 of the London Plan. These changes to the land use designations must be undertaken by City staff either as part of the staff recommendation on this application, the consent, or as part of upcoming “technical amendments” to capture changes as a result of this and preceding development applications. (It remains unclear to ECAC why designation changes to the NHS included in an accepted EIS are not included along with other land use designation changes in staff reports on a development.

CONSTRUCTION IMPACTS

Section 6.1 page 26 points out that at this stage, the impacts of servicing on the tree protection plan and replanting is unknown. **RECOMMENDATION: The detail design of servicing must be done and approved before the compensation plan is finalized.**

p. 36, 7.2.1 says the buffer should be inspected during construction. There is no detail as to who, when and how often. **RECOMMENDATION: Details of the buffer inspection must be laid out in the development and consent agreements. And it should be a City ecologist who receives the reporting as well.**

p. 11 of the EIS states: “To the east of the residence drainage collects along the property boundary and collects within the forest within the lowland area.” There is no detailed information about how the servicing, which will direct water to the south rather than to the forest, will affect the health of the Significant Woodland.

RECOMMENDATION: A water balance report be required as a condition of development.

MONITORING

a. COMPENSATION PLANTINGS

It is noted on page 27 of the EIS that the compensation plan has not yet been prepared.

RECOMMENDATION: Given the dedication of lands to the City, the monitoring of that land should be at the cost of the developer and the city must sign off on the success of the compensation planting before the land is conveyed to the City. 7.2.1 indicates a three year monitoring period.

RECOMMENDATION: As the trees being removed are large and represent significant carbon storage, tree compensation should be with larger trees and a high ratio of compensation to removal. This should be a condition of the consent and of any development agreement.

At the bare minimum, compensation should at a minimum be consistent with London Plan policies and a condition of the consent and of any development agreement. (p. 30)

RECOMMENDATION: Tree planting must be of native species. As pointed out in the EIS page 12, most trees being removed are native including 19 Bur Oak and 22 Northern Red Oak, all in good or fair condition. ECAC did not have the Tree Protection Plan to review.

RECOMMENDATION: A city ecologist’s sign off on the compensation plan be a condition of the consent and/or development agreement.

- b. As noted on page 3 of the EIS, development of a comprehensive Environmental Management and Monitoring Plan (EMMP), that will include a Naturalization Planting Plan, and proposed monitoring plan for the subject property and plantings within the naturalization area is to be prepared. **These must be included in the conditions of approval, and as part of the consent agreement along with the other items listed on page 3 for inclusion prior to finalizing agreements.**

c. KENTUCKY COFFEE TREE (KCT)

P. 32 points out that a 5-year record of the effects of the KCT move must be collected. Who has the responsibility for the recording **must be included** in the consent because it appears that the tree is to be transplanted onto lands either already city lands or to become city lands. It must be clear who is responsible for this monitoring and reporting. If it is the proponent, copies must be provided to the city including a City Ecologist. It is also unclear from the EIS how large this tree is. The only hint is that trees greater than or equal to 10 cm DBH were inventoried. It is assumed that the KCT met this threshold. If it is the tree ECAC thinks it is, there is sufficient space around it for a safe removal if it is done at an appropriate time of year for transplantation of a Carolinian species.

RECOMMENDATION: The transplanting plan for the KCT must be included as part of the consent agreement and subject to the approval of a City ecologist or City forester. It must also specify responsibilities for who does what for the five-year record keeping.

INVASIVE SPECIES

Invasive species must be removed and post construction removal must take place on the lands to be conveyed to the city. It would be helpful if those invasives on adjacent city lands within 30 m would be removed concurrently. **RECOMMENDATION: The Monitoring Plan should be done for at least 3 years and include reporting on the success of invasive plant species removal.**

BOUNDARY FENCING/SIGNAGE

There is no information about either fencing or signage in the EIS. There should be fencing at the back of the retained property to prevent new accesses down the steep slope. Signage about the site and the ecological significance would be a better choice than a homeowner brochure.

The site has a mild slope to the north beyond where the present above ground pool is. This slope is not indicated on the mapping or on page 11 of the EIS. ECAC assumes the retained property boundary is roughly in line with the north end of the pool. We assume the pool will be removed as part of the site development which provides the opportunity for boundary fencing.

RECOMMENDATION: The existing boundary fencing must be either repaired or replaced as it is not in particularly good shape anywhere on the site. This is particularly true on the east side where it slopes downward into a “gully” between this site and the private properties to the east.

EXISTING HOUSE

It appears that in addition to the interior renovations mentioned on page 26 of the EIS, it appears there are exterior renovations required. Although outside the scope of ECAC’s expertise, why the house is to be retained is a bit of a mystery. If the house is to be removed, additional information should be required about mitigating impacts of demolition. Removal might provide a better site layout than retention.

ERRORS

Page 29, the watercourse is to the west of the site. H2 is the **eastern** “hedgerow” mapped in the EIS. ECAC notes that this area has several mature trees which are to the immediate east and below the grade of the subject property (which slopes gradually to the east at the rear of the house). Topographic mapping would have been very beneficial to our review.

OTHER

- a. Page 28 references off site trees. Are these the neighbours' to the east or the city trees to the south in the boulevard? Regardless, it is unclear how they will be protected and if removed, the compensation requirements.
- b. An unmanaged trail exists from the City Park to the east and runs west along the river. It would be beneficial if a paved connection is created between the park and the lands to be acquired. This could reduce impacts on the riverbank by giving people an alternative to get to Chesterfield. There is already a clearly used access from the end of Chesterfield down the slope of H1 on city lands. If the city does continue the paved path from Thompson Park to the east thru the nearly acquired lands, it could provide an access point up to Chesterfield that could be a beneficial feature.
- c. P. 17 notes that there is a trail along the drainage feature that has a small wooden bridge approximately halfway down towards the confluence with the Thames River. This encroachment into City property has been shared with by law enforcement by a member of the public without response/action. **RECOMMENDATION: This encroachment should be addressed sooner rather than later.**
- d. Bird surveys were not done in winter – ECAC observed two raptors during its site visit – one likely a red tail hawk and one maybe a peregrine falcon. Have citizen science (e.g., eBird) sites been checked to ensure no raptors of concern in the area reported?
RECOMMENDATION: At a minimum check eBird etc. for raptor sightings in the area.

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: Bre-Ex Aggregates Ltd.
3696 & 3832 Scotland Drive
File Number: Z-9705, Ward 12
Date: April 9, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Bre-Ex Aggregates Ltd. relating to the property located at 3696 and 3832 Scotland Drive:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 23, 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 Resource Extraction (EX) Zone, **TO** a Resource Extraction Special Provision (EX(_)) Zone and Holding Resource Extraction Special Provision (h-18*h-166*EX1(_)) Zone;
- (b) Civic Administration **BE DIRECTED** to forward Ecology comments regarding the identified Significant Wildlife Habitat and Species at Risk, attached as Appendix "F", to the Ministry of Natural Resources and Forestry for consideration in their future site plan review.

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

- i) The recommended amendment is consistent with the Provincial Policy Statement, 2020;
- ii) The recommended amendment conforms to the policies of The London Plan, including but not limited to the Key Directions and Farmland Place Type.
- iii) The recommended amendment would facilitate the construction of a resource extraction-related facility that is appropriate for the context of the site.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Resource Extraction (EX) Zone to a Resource Extraction Special Provision (EX(_)) Zone and Holding Resource Extraction Special Provision (h-18*h-166*EX1(_)) Zone.

Staff are recommending approval with holding provisions that will ensure the development will not occur until such time as appropriate water servicing concerns are addressed. A special provision is also being recommended which will measure zoning requirements to the zone boundaries (over multiple lots) and not to the individual properties contained within the larger zone boundary.

Purpose and the Effect of Recommended Action

The recommended action will permit an asphalt and concrete batching plant.

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

None.

1.3 Property Description and Location

The subject lands are located on the north side of Scotland Drive to the east of White Oak Road, in the Brockley Planning District. The lands currently contain an aggregate extraction operation licensed by the Ministry of Natural Resources and Forestry. The surrounding uses include other aggregate extraction operations, agricultural operations, farm dwellings, as well as a landfill.

Site Statistics:

- Current Land Use: Quarry / pit
- Frontage: 750 metres
- Area: 56.6 hectares
- Shape: Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Farmland and farm dwellings, gravel pit / quarry
- East: Gravel pit / quarry
- South: Landfill
- West: Farmland

Existing Planning Information:

- The London Plan Place Type: Farmland, Green Space
- Existing Special Policies: None
- Existing Zoning: Resource Extraction (EX), Environmental Review (ER)

Additional site information and context is provided in Appendix B.



Figure 1 - Aerial Photo of 3696 and 3832 Scotland Drive and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development would include a concrete batching plant, asphalt batching plant, and administrative office/shop. These uses would all be accessory to the existing extraction operation. The development would also include an improved entrance from Scotland Drive to provide access to the proposed batching plants and extraction operation. The proposed batching plants would facilitate the production of concrete and asphalt using aggregate extracted from the site and would recycle manufactured materials derived from mineral aggregates. Parking, aggregate piles, wash bays and other processing equipment to service the batching plant operations would also be located within the lands to be rezoned (see Fig 2). The associated development area measures approximately 14.8 ha in area.

The proposed administrative office/ shop is located on the eastern portion of the Scotland Drive frontage and is permitted as of right under the existing zoning on the subject lands. It is anticipated that the shop would be utilized for various activities related to aggregate operations, including equipment repairs, fabrication and storage. The office/shop component of the project would also include a new entrance from Scotland Drive, an associated parking area and an individual on-site sewage system (septic system). The proposed septic system would also service the batch plants.

The proposed development includes the following features:

- Land use: Resource extraction
- Form: Aggregate extraction operation with accessory concrete and asphalt batching plant
- Height: <15m
- Building coverage: ~3%
- Parking spaces: 50 (surface)
- Landscape open space: 10%

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

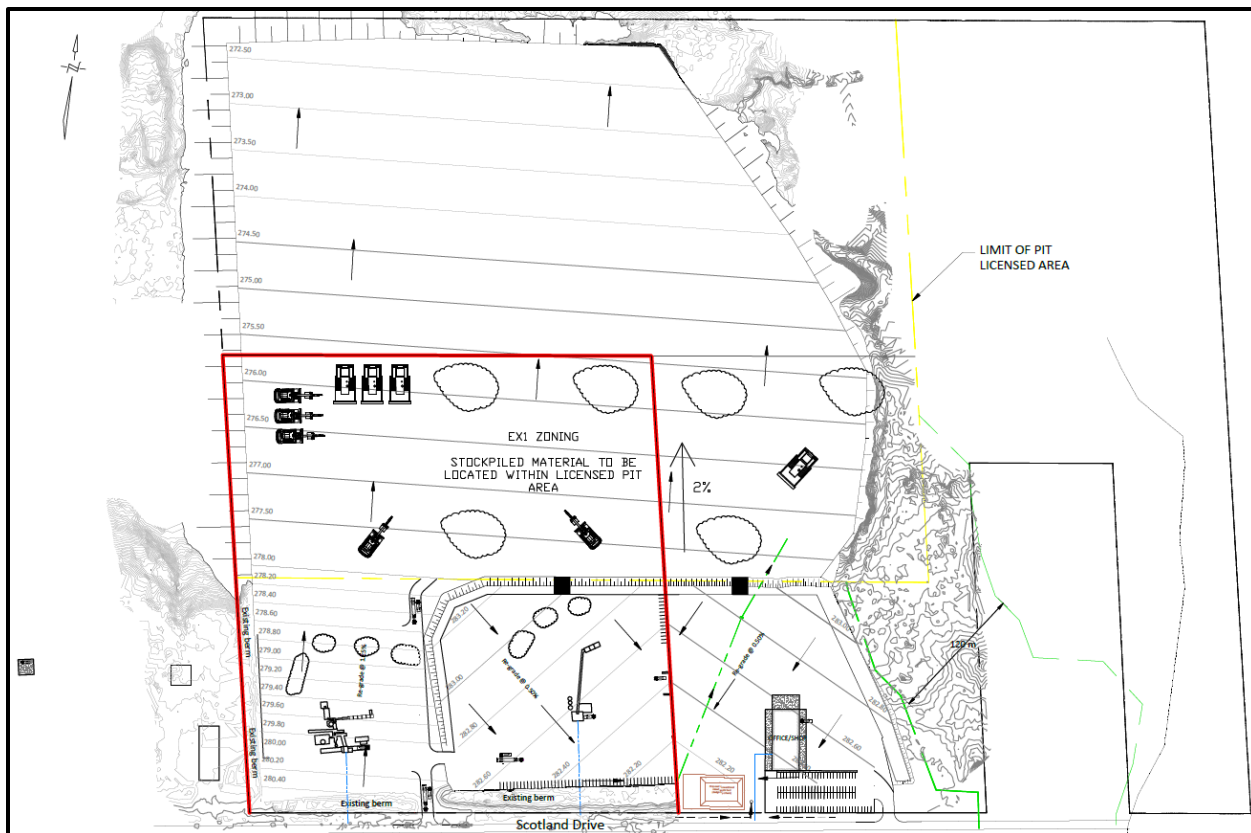


Figure 2 - Conceptual Site Plan (September 2023)

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

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Resource Extraction (EX) Zone to Resource Extraction Special Provision (EX(_)) Zone and Holding Resource Extraction Special Provision (h-18*h-166*EX1(_)) Zone.

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

Regulation (EX(_)) and EX1(_))	Required	Proposed
Application of zoning requirements	To property lines	To proposed Zone lines

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:

- Limited water servicing
- Disruption of wildlife habitat

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

2.4 Public Engagement

On February 2, 2024, Notice of Application was sent to 6 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 February 15, 2024. A "Planning Application" sign was also placed on the site.

There were 3 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:

- Impacts of the development on groundwater
- Traffic
- General impact of use onto residential properties

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 Use

PPS 2020

The PPS defines mineral aggregate operations as “a) lands under license or permit, other than for wayside pits and quarries, issued in accordance with the Aggregate Resources Act; b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal zoning by-laws

and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products.” This definition includes resource extraction itself, as well as associated facilities used in processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete.

Policy 2.5.1 of the PPS states that mineral aggregate resources shall be protected for long-term use. Existing mineral aggregate operations shall be permitted to continue without the need for an official plan amendment, rezoning or development permit under the Planning Act (2.5.2.4). Mineral aggregate resource conservation shall also be undertaken, including through the use of accessory aggregate recycling facilities within operations (2.5.2.3). The requested amendment would facilitate accessory production of asphalt and concrete using aggregate extracted from the site, as well as recycling of manufactured materials derived from mineral aggregates. This is consistent with Provincial direction through the PPS to conserve mineral aggregate resources.

Resource extraction activities are considered “major facilities”, as defined in the PPS. Section 1.2.6.1 directs 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 impacts from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities. The subject lands are located outside of a settlement area and the nearest sensitive land use is a farm dwelling on the adjacent agricultural property to the north. The proposed asphalt and concrete batching plants have been sited approximately 1.2 kilometres away from this farm dwelling. Setbacks from the road and berming have also been provided to alleviate any potential impacts. As such, no new on-site impacts beyond those already created by the existing aggregate resource extraction pit are anticipated.

Lastly, the PPS directs planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs, as well as 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 (1.3.1a) and 1.3.1b)). The existing aggregate resource extraction operation supports economic development and provides employment opportunities in the City of London. The proposed asphalt and concrete batching plants is a complementary use that is ancillary to the aggregate resource extraction operations and further supports economic development and employment opportunities.

The proposed asphalt and concrete batching plants are permitted by the policies of the PPS, are complementary to the existing mineral aggregate operations, and are an appropriate ancillary use. As such, the requested amendment is consistent with the policies of the Provincial Policy Statement, 2020.

The London Plan

The majority of the subject lands are located within the Farmland Place Type of The London Plan with some portions within the Green Space Place Type, as shown on *Map 1 – Place Types. While the primary permitted uses of the Farmland Place Type are agricultural uses, natural resource extraction and existing uses are also recognized as permitted uses (1182_8 and 1182_11). Oil, gas, and aggregate resource extraction is subject to the Natural Resources policies of The London Plan (1209_).

The objectives of the Natural Resource policies of The London Plan are to promote aggregate resource conservation, including extraction and recovery/recycling of manufactured materials derived from aggregates, and to provide for the continuation of existing extractive operations (1514_1 and 1514_2). Lands identified as Extractive Industrial Areas on Map 6 – Hazards and Natural Resources are subject to the Aggregate Resources policies of The London Plan (1517_).

In accordance with Policy 1518_, aggregate extraction is a permitted interim use in all Place Types. In prime agricultural areas, aggregate extraction sites are to be rehabilitated to an agricultural condition. The locations of aggregate resource areas and licensed pits and quarries are identified on *Map 6.

In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation (1522_). The requested amendment to permit accessory asphalt and concrete batching plants will facilitate the production of a manufactured product using aggregate extracted on-site, as well as the recycling and re-use of already manufactured materials derived from aggregate. Given the foregoing, staff is satisfied the requested amendment is in conformity with The London Plan.

4.2 Special Provisions

Along with the addition of the EX1 Zone, special provisions are being requested for this application. The special provision would allow zoning regulations to be applied to the zone boundaries instead of to property lines. This is requested as the proposed batching plants would be located on both 3696 and 3832 Scotland Drive. Since the proposed land use will function as one development over the two lots the special provision will help avoid zoning deficiencies during the building permit review due to the location of the lot lines.

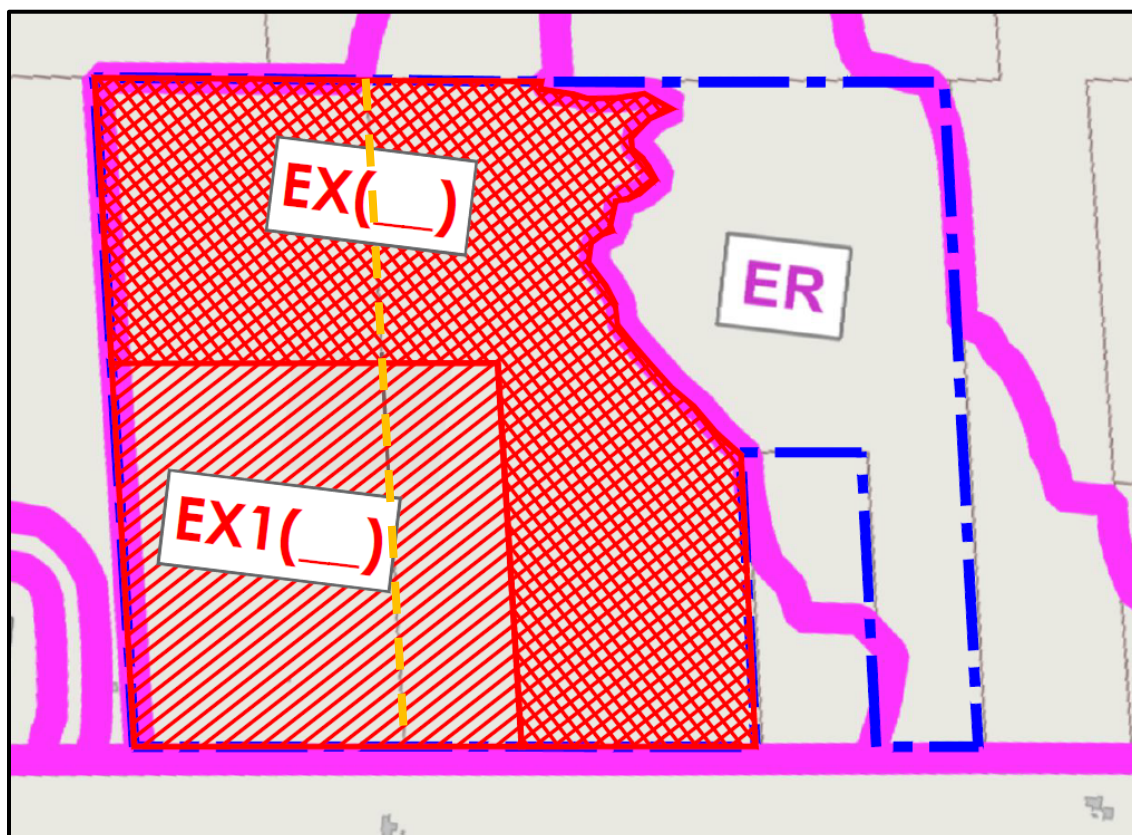


Figure 3 – Overlay of proposed Zone lines (red) and property lines (orange) on subject lands

4.3 Holding Provisions

As part of the pre-application review, engineering staff have identified that the existing water servicing would not be sufficient to support the proposed structures. A holding provision (h-166) is being recommended for the subject lands, limiting development until water servicing is addressed.

Heritage have also reviewed the application and recommended a holding provision (h-18), as a letter from the Ministry of Citizenship and Multiculturalism has not yet been received for review along with the Archaeological Assessment report provided by the applicant.

4.4 Ecology and Wildlife Habitat

Based on ecology staff's review of the mapping and plans provided, the proposed accessory uses and related works within the lands to be re-zoned EX1 are over 120m away from the identified natural heritage features currently zoned as Environmental Reserve (ER) both on and adjacent to the subject lands. As such, neither an SLSR nor an EIS has been required.

However, environmental studies completed for the property to the south about five years ago (i.e., the W12A Landfill Expansion *an Environmental Assessment – Biology* study) outlined some Significant Wildlife Habitat and Species at Risk habitat within 120 metres of the proposed new EX1() Zone line. Specifically, this included some Significant Wildlife Habitat for Monarch butterflies on and off the subject property, and habitat endangered Bobolink and Eastern Meadowlark off the property (on the lands to the southeast of the lot).

City staff are recommending that Ecology staff comments, attached as Appendix F be sent to the Ministry of Natural Resources and Forestry to inform the Ministry's site plan review, as the Site Plan application will not be reviewed by the City. Staff recommends mapping and mitigation measures in the event of development disturbing the reviewed Monarch habitat.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Resource Extraction (EX) Zone to a Resource Extraction Special Provision (EX()) Zone and Holding Resource Extraction Special Provision (h-18*h-166*EX1()) 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 concrete and asphalt batching plant.

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

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

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

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
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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 3696 and 3832 Scotland 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 3696 and 3832 Scotland Drive, as shown on the attached map comprising part of Key Map No. A115, from a Resource Extraction (EX) Zone to a Resource Extraction Special Provision (EX(_)) Zone and a Holding Resource Extraction Special Provision (h-18*h-166*EX1(_)) Zone.
2. Section Number 43.4 a) of the EX Zone is amended by adding the following Special Provisions:

EX(_) 3696 and 3832 Scotland Drive
 - a. Regulations
 - i) Notwithstanding any provisions of this By-law to the contrary, the application of zoning requirements shall be to the zone boundaries and not to the individual properties contained within the zone.
3. Section Number 43.4 b) of the EX Zone is amended by adding the following Special Provisions:

EX1(_) 3696 and 3832 Scotland Drive
 - a. Regulations
 - i) Notwithstanding any provisions of this By-law to the contrary, the application of zoning requirements shall be to the zone boundaries and not to the individual properties contained within the zone.

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.

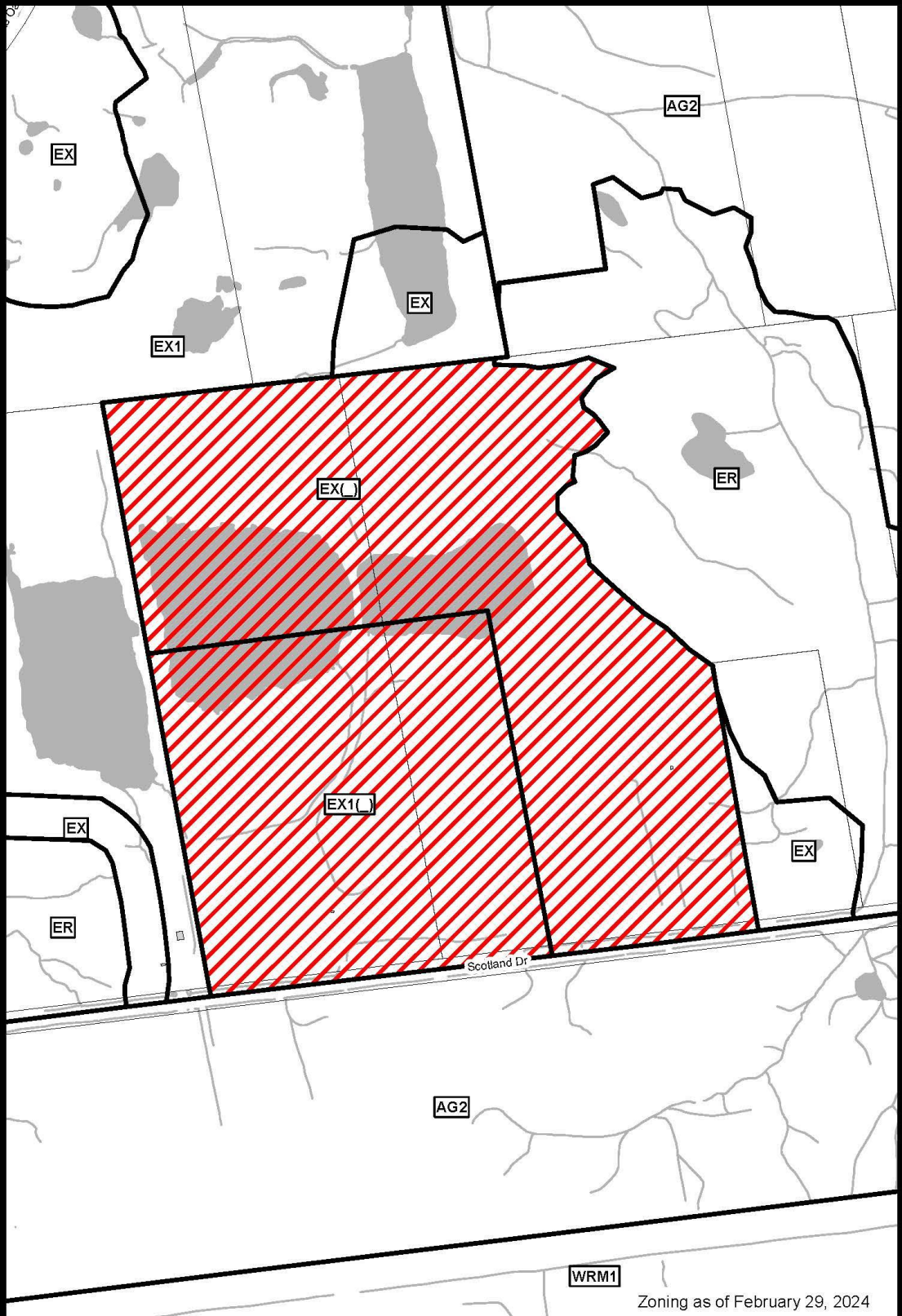
PASSED in Open Council on April 23, 2024



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 2024

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



<p>File Number: Z-9704 Planner: NO Date Prepared: 2024/03/12 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,500</p> <p>0 25 50 100 150 200 Meters</p> 
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Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Quarry / pit
Frontage	750m
Area	56.6 Hectares
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Low-density residential, gravel pit / quarry
East	Gravel pit / quarry
South	Landfill
West	Farmland

Proximity to Nearest Amenities

Major Intersection	Scotland Drive and White Oak Road, 300m
Dedicated cycling infrastructure	Scotland Drive and Wonderland Road South, 2.4km
London Transit stop	Roxborough and Wellington (Route 30), 6km
Public open space	Dingman Creek Open Space, 4.5km

B. Planning Information and Request

Current Planning Information

Current Place Type	Farmland and Green Space
Current Special Policies	None
Current Zoning	EX, ER

Requested Designation and Zone

Requested Place Type	No change requested
Requested Special Policies	No change requested
Requested Zoning	EX(_), EX1(_), ER

Requested Special Provisions

Regulation (EX(_)) and EX1(_))	Required	Proposed
Application of zoning requirements	N/A (To property lines)	To proposed Zone lines

C. Development Proposal Summary

Development Overview

The proposed development would include a concrete batching plant, asphalt batching plant, and administrative office/shop. These uses would all be accessory to the existing extraction operation. The development would also include an improved entrance from Scotland Drive to provide access to the proposed batching plants and extraction operation

Proposal Statistics

Land use	Resource Extraction
----------	---------------------

Form	Aggregate extraction operation with accessory concrete and asphalt batching plant
Height	<15m
Residential units	N/A
Building coverage	~3%
Landscape open space	10%
New use being added to the local community	No

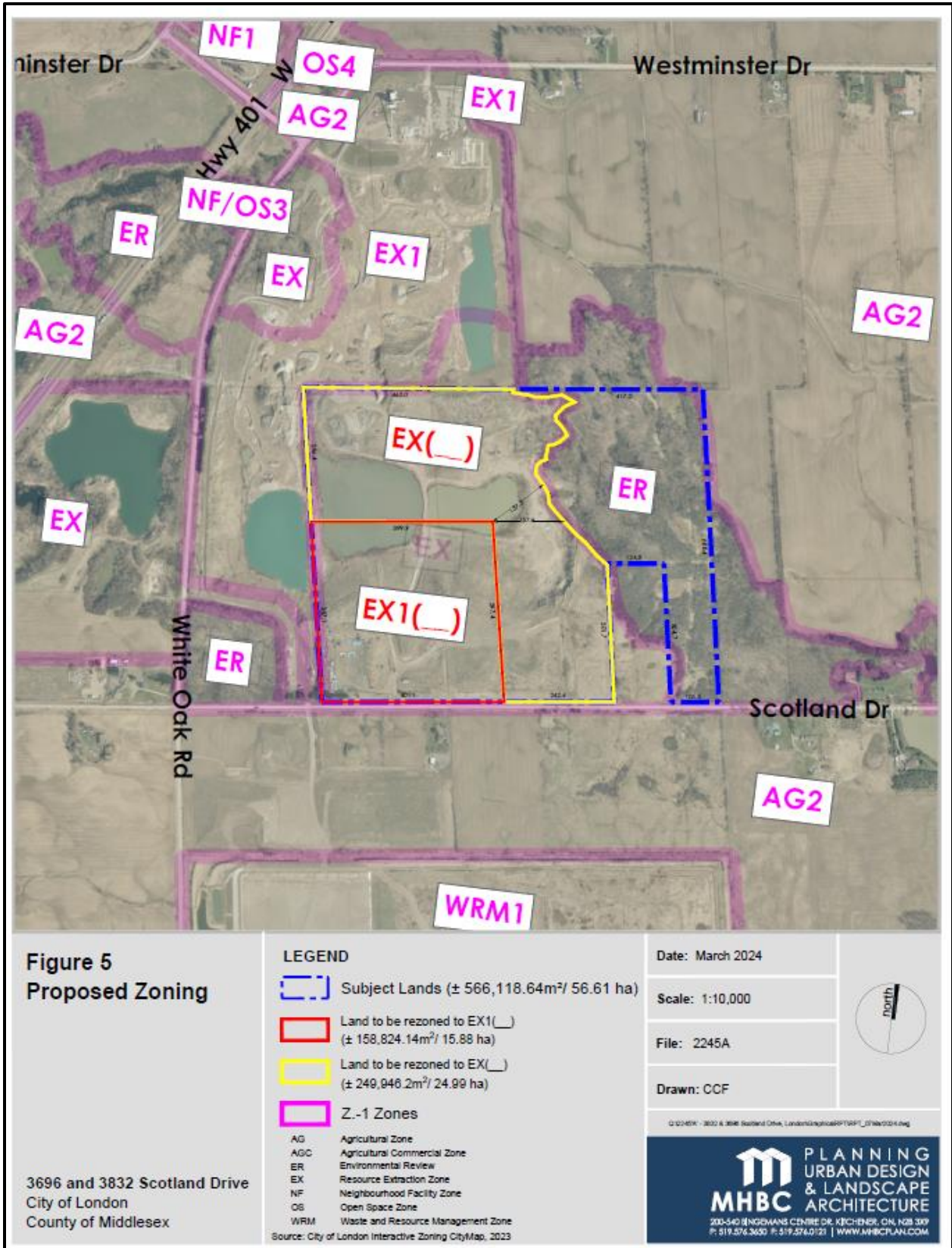
Mobility

Parking spaces	50 (surface)
Vehicle parking ratio	N/A
New electric vehicles charging stations	Unknown
Completes gaps in the public sidewalk	N/A (no sidewalk)
Connection from the site to a public sidewalk	N/A (no sidewalk)
Connection from the site to a multi-use path	N/A

Environmental Impact

Tree removals	Unknown
Tree plantings	Unknown
Tree Protection Area	No (Tree Protection Area on property, but outside of the proposed development)
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	N/A
Green building features	Unknown

Appendix C – Additional Plans and Drawings



Appendix D – Internal and Agency Comments

Heritage

- h-18 holding provision recommended (as Ministry letter for confirmation of archaeological assessment not yet received).

Ecology

Based on the mapping and plans provided, the proposed accessory uses and related works within the lands to be re-zoned EX1 appear to at least 120 m from the identified natural heritage features currently zoned as Environmental Reserve (ER) both on and adjacent to the subject lands. As such, neither an SLSR nor an EIS has been required.

However, recent review of the *W12A Landfill Expansion Environmental Assessment – Biology* study prepared for the City for the lands to the south by AECOM dated August 2021 mapped:

- a small narrow extension of Significant Wildlife Habitat (SWH) for Monarch extending along Scotland Drive extending within 120 m of the lands to be re-zoned EX1, and
- habitat for two endangered Species at Risk birds (Bobolink and Eastern Meadowlark) within 120 m of the lands to be re-zoned EX1 and off-site but on the lands to the southeast (see Figure 6 of the W12A study).

Therefore, it is requested that:

1. a biologist screen for and map any existing Monarch habitat (i.e., mainly Common Milkweed plants) that may be impacted by the proposed works
2. that if and where required that any removals of such plants be avoided over August and September (when Monarchs eggs tend to be laid and hatched); and
3. any habitat removed (if required) be replaced by planting Common Milkweed (and potentially other native milkweeds) within the remaining SWH for Monarch on the subject lands.

We further suggest that the proponent reach out to MECP to ensure their proposed works are in conformity with the *Endangered Species Act*.

A copy of the *W12A Landfill Expansion Environmental Assessment – Biology* (AECOM, August 2021) can be provided on request.

Engineering

- By proceeding with the re-zoning this site, the applicant acknowledges that due to pressure zone limitations and site topography, adequate fire flow cannot be provided for this development. Further, the existing 100mm watermain on Scotland Dr appears to be undersized to service the proposed Development. As part of the zoning approval, h-166 holding provision will be required to ensure a watermain capacity analysis is completed and any required watermain upgrades constructed.

Matters for siteplan:

Wastewater:

- Bre-ex Aggregates approx. 56.4 Ha aggregate extraction operation proposal summary to allow for concrete and asphalt batching plants.
- There is no municipal sanitary sewer available or in close proximity. The lands are outside the UGB.

Water:

-
- Water is available via the municipal 100mm watermain located on Scotland Dr. which is part of the City's low level water distribution system (hydraulic grade line of 301.8m).
- The existing 100mm watermain in this area has limited capacity and substandard pressure. There is no fire protection available from this watermain. A capacity analysis of the existing watermain is required to demonstrate there is adequate capacity for the proposed development. The capacity analysis shall include all demands on Scotland Dr. between White Oak Road and Wellington Road. If upsizing of the existing watermain is required, it is to be completed by the applicant at no cost to the city.
- It is proposed that the applicant and their engineer should meet with Water Engineering to further scope the study and to receive information on demands along Scotland Dr.

- A water servicing report will be required to address domestic water demands, fire flows and water quality.
- Water servicing shall be configured as to avoid the creation of a regulated drinking water system.

Stormwater:

Specific comment for this site:

- The site is within the Dingman Creek Screening Area of UTRCA and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements/approvals for this site.
- Currently, the proposed site on Scotland Drive is located outside of the Urban Growth Boundary and there is no municipal storm sewer or storm outlet to service this site. As per the Drainage By-Law, section 5.2, where no storm sewer is accessible the applicant shall provide a dry well or storm water retention system which is certified by a Professional Engineer to the satisfaction of the City Engineer.
- The subject site is not tributary to any storm sewers is therefore to be self-contained and provide storage for up to the 250 year event. Given the sensitivity of the feature on the site (wetland) and features adjacent to the property (Provincially Significant Wetland, ESA), the Owner shall be required to provide measures (e.g., quality control, environmental action plan, robust Erosion Sediment Control measures, etc.) to prevent any mitigation of materials into the adjacent lands and water features. Therefore, The consultant is to provide a SWM functional report indicating how the site is proposed to be serviced (e.g. on-site controls, LID, etc.).In addition , the consultant to demonstrate what is approach of managing the stormwater runoff quantity and quality.
- The requirement for water quality treatment to meet a minimum of 80% TSS shall be provided within the proposed design to the standards of the Ministry of the Environment, Conservation & Parks (MECP) and to the satisfaction of the City Engineer.
- Should the applicant require any chemicals or salt to be stored on site, it is recommended that these materials are stored in a self-contained and floodproofed facility such that there would be no negative impacts to the natural heritage features on site, on the adjacent site and/or to any fish habitat within the adjacent Dingman tributary and downstream SWMF (i.e., Tributary C, which is a cold water fishery)
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.
- Any future development applications within subject lands that are not serviced by municipal water or wastewater systems may be subject to a suitability study of the hydrogeological conditions that includes an assessment of water supply and sewage disposal system impacts from the proposed development(s) associated with the site. If required, the hydrogeological assessment shall be prepared by a qualified professional and demonstrate, to the satisfaction of the City, that private water well(s) and private sewage disposal system(s) can be established that meet the appropriate standards and will not impact adjacent properties and/or natural heritage features
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria ,as well as, targets for the Dingman Creek Subwatershed.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Dingman Creek Subwatershed:

- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, runoff volume control, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements.

Transportation:

- Right-of-way dedication of 18.0 m from the centre line be required along 3696 & 3832 Scotland Dr. Currently there is no road widening at the above location. Therefore a widening of 7.942m is required to attain 18m from centreline.
- Detailed comments regarding access design and location will be made through the site plan process.

UTRCA

- Comments to be provided under separate cover.

Urban Design

1. Maintain the existing berm along Scotland Drive and provide additional landscaping (including four season plantings with mature trees) on top of the berm for sufficient screening between the proposed development and the public street.

Parks Planning

- Industrial uses, parkland dedication is waived as per By-law CP-25.

Landscape Architecture

1. For trees outside of significant Natural Heritage Features, the summation of tree diameter to be destroyed shall correspond to the number of Replacement Trees required in accordance with London Plan Policy 399; all trees over 10cm in diameter, measured at a height of 1.4m above the ground, shall be replaced at a rate of 1 tree for every 10cm diameter removed.
2. All trees within site over 50cm dbh are protected by the Tree Protection Bylaw and would require permits to injure or remove. 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. To apply for a removal permit, contact Forestry Dispatcher at trees@london.ca with details of your request.

Site Plan

- Site Plan not required – jurisdiction of MNRF.

London Hydro

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

Appendix E – Public Engagement

From: Matt McDougall
Sent: February 26, 2024
Format: Email

Hello,

This is a response to the zoning change application received.

Upon my inquiry of asking for some specifics of the site at 3696-3832 Scotland drive I received a quick and informative response from the planner in charge of this application.

Within the response I received , I have some information that may be of value in making the decision of the application for the zoning change at this time.

It was indicated in the response from the planner that the site would be subject to Site Plan approval if any construction would take place once/if the zoning change is approved.

This Site Plan Approval indeed would be a nice opportunity for the City of London to help develop the site in a manner that fulfills obligations to construction and mitigation measures that surrounding properties would require.

Unfortunately i believe this is definitely not the case for a property under the provincial jurisdiction of the MECCP pits and quarries. A site plan approval from the City of London is NOT required to be granted or obtained to the development of the site for the purpose of concrete and asphalt batching plants.

I'm fairly confident that my information is correct because another neighboring property to our residence obtained a zoning change for the same purpose.

Once the zoning change was granted the City of London had ZERO say or control of how the property was developed for Concrete and Asphalt batching plants.

I feel the City of London should be aware of this, as it appears it may be an oversight at the time, that there will not be a need for Site Plan Approval by the applicant to move forward in their process of developing the property once a zoning change is granted.

My suggestion as a resident/neighbor to the subject site is that before a zoning change is granted that the City of London makes sure that proper berming is in place to protect our properties views.

Currently we can plainly see all equipment that is parked within the subject property. With the much more intense development of a concrete and asphalt plant, much more activity will take place. Increasing the noise and visual nuisance our residential property would be subject to.

There currently appears to be an attempt at creating more berming of the subject site, but my recommendation to City of London is to make the applicant finalize all berming that satisfies both the City of London and our residence before a zoning change is granted.

Thank you for the opportunity.

Matt McDougall

From: Nate Meyer
Sent: March 2, 2024
Format: Email

Hi Noe, and others!

I am a resident on Scotland Drive. I am emailing today because I saw the by-law amendment sign regarding the Concrete Batching plant, and Asphalt Batching plant. I'm not sure how long this sign has been on Scotland Drive, but I only saw it this weekend.

I'm writing in regards to the truck traffic on Scotland Drive and whether there has been a study or estimate on how much truck traffic will increase because of this project?

As you probably know, Scotland Drive is already a haul route for dump trucks, gravel trucks for both Bre-Ex, and AAROC. As well, Scotland Drive is used for the MANY cement trucks for the cement processing plant on Westminster Road.

I work from home, and sit in the front window of my house all day. The road is VERY busy with large heavy trucks as it is. As well, I have a speed monitor in place, and the average speed for these large heavy trucks (including the transport trucks, and cement trucks) is over 90km/h. They use the hills to pick-up speed to easily get up the next hill. This is already unsafe and reckless. Below is a youtube URL of a video I took of a transport gravel truck PASSING a dual dump truck at over 100 km/h. There are 7 children under the age of 12 that live on Scotland drive between Wellington and Whiteoaks. Our children use this road to walk between houses to visit each other. Our children ride their dirt bikes all over our individual properties, including the grass frontage beside the road. Our children's bus comes down this road twice a day filled with children.. If there was an emergency and a large heavy truck needed to stop, It would be very difficult to get those trucks stopped at 90km/h +. Pulling onto Scotland Drive from our driveways is sometimes treacherous because of the amount, and speed of the heavy trucks. It's already not safe, and an increase of trucks without looking into their speed and recklessness will only increase the chance of an accident.

-Can Scotland Drive accommodate any more trucks?

-Are there any road improvements in the works? The road is already severely cracked at the edge because of the large trucks.

-Will there be any safety measures put in place for the extra trucks on the road?

-Because of the extra trucks on the road, will there be a speed limit adjustment? I'm not sure why a 90,000 lb gravel truck needed to travel at 90 km/h.

I have no problem with the plant, or the noise. I am concerned with the safety of our children, and light car traffic pulling onto, and off the road from our driveways.

What can be done about the speed of trucks on this road?



London
CANADA

THE CORPORATION OF THE CITY OF LONDON

Subject: Identified Significant Wildlife Habitat and Species at Risk

Address: **3696 and 3832 Scotland Drive**

To Whom it may concern,

The following comments were provided as part of the City of London review of a Zoning Bylaw Amendment. This information is being provided for your consideration in reviewing the future Site Plan for the proposed concrete and asphalt batching plants at the above noted address.

ECOLOGY COMMENTS ON PROPOSED ACCESSORY USE
FOR 3696 AND 3832 SCOTLAND DRIVE

Proposal: Zoning By-law amendment to permit the applicant (Be-Ex Aggregates Ltd.) to add concrete and asphalt batching plants on these lands as accessory uses to the existing aggregate extraction activities.

This e-mail is to confirm that, based on the mapping and plans provided, the proposed accessory uses and related works within the lands to be re-zoned EX1 appear to at least 120 m from the identified natural heritage features currently zoned as Environmental Reserve (ER) both on and adjacent to the subject lands. As such, neither an SLSR nor an EIS has been required.

However, recent review of the *W12A Landfill Expansion Environmental Assessment – Biology* study prepared for the City for the lands to the south by AECOM dated August 2021 mapped:

- a small narrow extension of Significant Wildlife Habitat (SWH) for Monarch extending along Scotland Drive extending within 120 m of the lands to be re-zoned EX1, and
- habitat for two endangered Species at Risk birds (Bobolink and Eastern Meadowlark) within 120 m of the lands to be re-zoned EX1 and off-site but on the lands to the southeast (see Figure 6 of the W12A study).

Therefore, the City of London Ecologist is recommending that:

1. a biologist screen for and map any existing Monarch habitat (i.e., mainly Common Milkweed plants) that may be impacted by the proposed works
2. that if and where required that any removals of such plants be avoided over August and September (when Monarchs eggs tend to be laid and hatched); and
3. any habitat removed (if required) be replaced by planting Common Milkweed (and potentially other native milkweeds) within the remaining SWH for Monarch on the subject lands.

We further suggest that the proponent reach out to MECP to ensure their proposed works are in conformity with the *Endangered Species Act*.

A copy of the W12A Landfill Expansion Environmental Assessment – Biology (AECOM, August 2021) can be provided on request.

For additional information please contact City of London Planning and Development at plandev@london.ca or by calling 519-661-3550.

Regards,

Kevin Edwards
Manager, Community Planning
City of 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: Royal Premier Homes (c/o Sivik Planning and Design)
634 Commissioners Road West
File Number: Z-9708, Ward 10
Public Participation Meeting

Date: April 09, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Royal Premier Homes (c/o Sivik Planning and Design) relating to the property located at 634 Commissioners Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to **AMEND** the Residential R5 Special Provision (R5-7(30)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provide 1.8-metre-tall privacy fencing along property lines adjacent to residential parcels.
 - ii) Retain as many mature trees as possible, especially along Commissioners Road West and along the east and south property lines between the proposed development and the adjacent single detached dwellings;
 - iii) Provide short-term and long-term bicycle parking stalls;

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, which encourages the regeneration of settlement areas and land use patterns that provide for a range of uses and opportunities for intensification and redevelopment;
- ii) The recommended zoning conforms to the policies of The London Plan, including, but not limited to, the Neighbourhoods Place Type, City Building Policies and Our Tools;
- iii) The recommended amendment would permit a development at an intensity that is appropriate for the site and the surrounding neighbourhood.
- iv) The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone to permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. The following special provisions are required to facilitate the development: a reduced front yard depth of 5.0 metres, a maximum density of 67 units per hectare, a reduced interior

yard depth of 3.0 metres when the end wall of a unit contains windows to habitable rooms, a rear yard setback of 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres and a minimum 3.0 metre deep landscape strip along the south lot line.

Purpose and the Effect of Recommended Action

The recommended action will permit the development of two 3-storey stacked townhouse buildings (containing 28 residential dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. All special provisions mentioned above are being recommended for approval.

On January 24, 2024, Council approved a proposed development comprising the development of two 3-storey townhouse buildings (containing 10 new dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 11 units. This new requested zoning by-law amendment seeks to further increase the number of residential units that was approved by Council in January this year. Should this new application be approved, the result will be an additional 17 units to the overall residential unit count on the property for a cumulative increase of **28 residential units**.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form. (default, everything)
- **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

As a component of a complete zoning application, per The London Plan policy 565, a Heritage Impact Assessment was prepared by the applicant's representative and a cultural heritage evaluation was completed using the criteria of O. Reg 9/06. The evaluation determined that the property is a significant cultural heritage resource that merits designation pursuant to Section 29 of the Ontario Heritage Act.

On October 3rd, 2022, a report was brought to the Planning and Environment Committee seeking Heritage designation of 634 Commissioners Road West pursuant to Section 29 of the Ontario Heritage Act.

A Notice of Intent to Designate was published on November 3, 2022, and the last date for objection is December 3, 2022. No objections were received, and Council will pass the By-law to Designate within 120 days of issuing the Notice of Intent to Designate.

1.2 Planning History

Z-9541 - On January 9, 2023, a Zoning By-law application was brought to the Planning and Environment Committee seeking to amend the current zone of the site to a Residential R5 Special Provision (R5-7(_)) Zone to permit the development of two 3-storey townhouse buildings (containing 10 new dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 11 units, which is equivalent to 24 units per hectare. Planning and Environment Committee voted in favour of the application, and it was subsequently approved by Council on January 24, 2024.

1.3 Property Description and Location

The subject site is located on the south side of Commissioners Road North, approximately 475 metres west of Wonderland Road South in the Westmount Planning District. The site is 0.445 hectares in size with a lot frontage of 88 metres. The site currently contains an existing 1870 Georgian style single-detached dwelling that is listed as a Designated Heritage Property in the City of London mapping. The site has historically been used as a single detached dwelling.

Site Statistics:

- Current Land Use: Single-detached dwelling
- Frontage: 88.0 metres (feet)
- Depth: 51.1 metres (feet)
- Area: 0.445 hectares (acres)
- Shape: regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low Density Residential, Single Detached Dwellings
- East: Low Density Residential, Single Detached Dwellings
- South: Low Density Residential, Single Detached Dwellings
- West: Residential, 2-Storey Office Building and Medium Density Residential, 2-Storey Condo Buildings

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting a Civic Boulevard
- Existing Special Policies: N/A
- Existing Zoning: Residential R5 Special Provision (R5-7(30)) Zone

Additional site information and context is provided in Appendix "B".

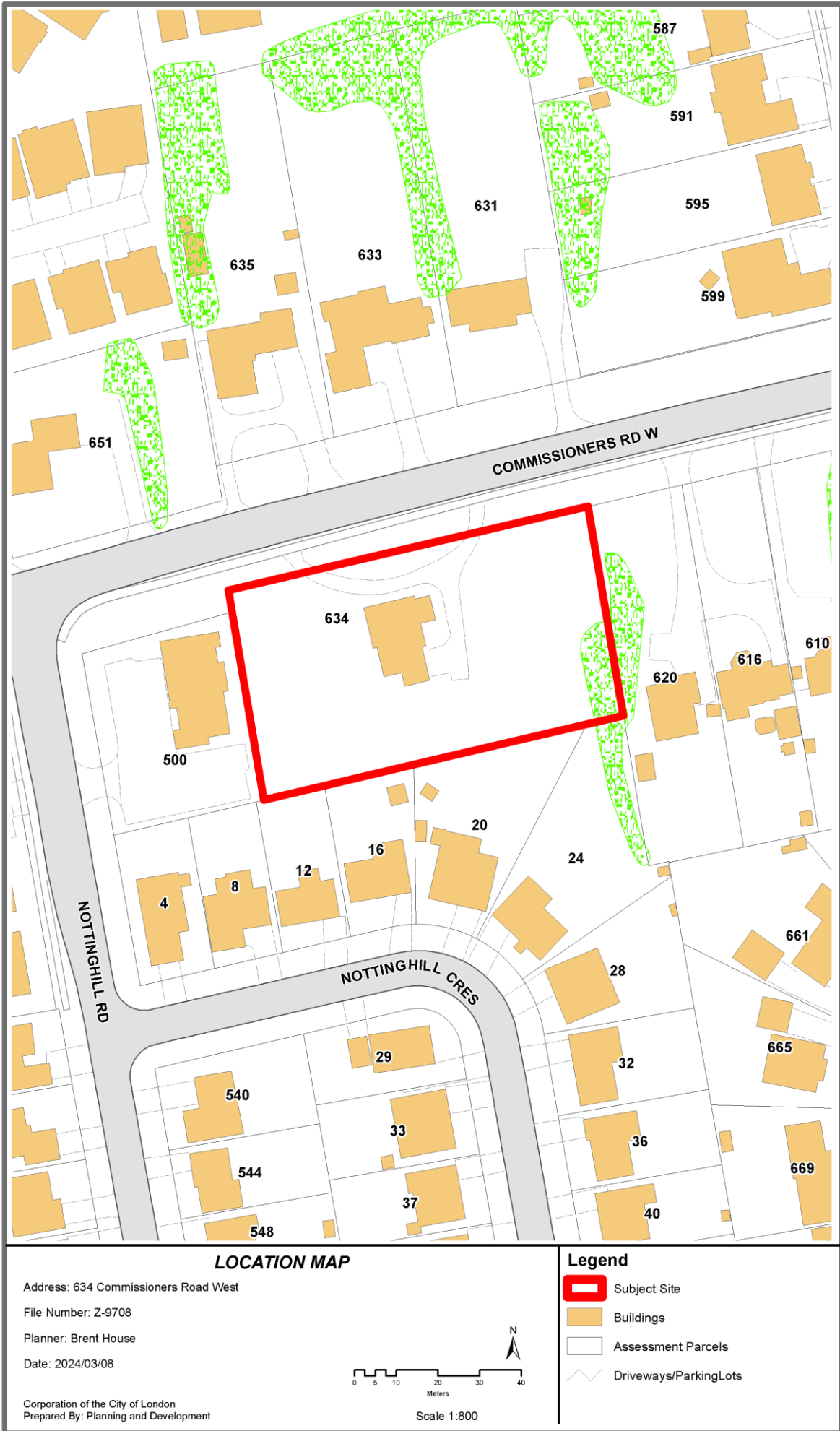


Figure 1- Aerial Photo of 634 Commissioners Road West



Figure 2: 634 Commissioners Road West, facing south (Google Image, June 2023)

2.0 Discussion and Considerations

2.1 Development Proposal

On February 12, 2024, the City of London accepted a complete application that proposed the development of two new stacked townhouse buildings, containing 28 dwelling units and the retention of the existing 1870 Georgian-style heritage dwelling for a total of 29 units (67 units per hectare).

The development proposal locates the 3-storey stacked townhouse buildings to the west and east of the existing heritage dwelling. The first stacked townhouse building to the west contains 8 dwelling units, while the building to the east contains 20 dwelling units. Vehicular access to the site is proposed to be provided by a single right-in, right-out driveway from Commissioners Road West. Further, the required vehicular parking for the new stacked townhomes consists of 32 surface parking spaces located at the rear of the property. Common outdoor amenity area is located at the rear of the existing heritage dwelling, as well as landscaped strips along the west, east and south property lines.

The proposed development includes the following features:

- Land use: Residential
- Form: 2, 3-storey stacked townhouses
- Height: 3-storeys (12.0m)
- Residential units: 29
- Density: 67 Units Per Hectare
- Gross floor area: N/A
- Building coverage: 25%
- Parking spaces: 32 surface parking spaces
- Bicycle parking spaces: N/A
- Landscape open space: 47.5%
- Functional amenity space: 180m²

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

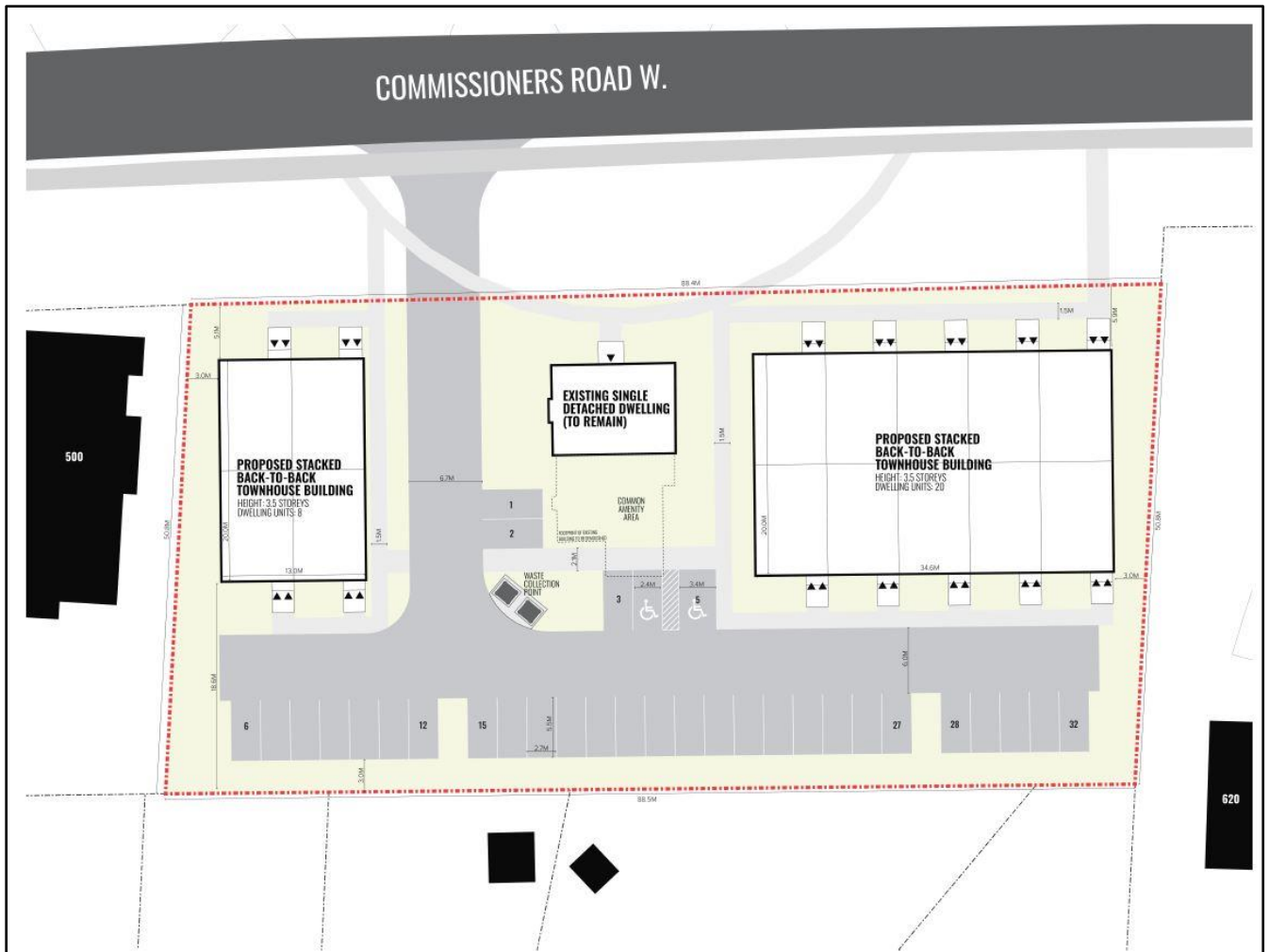


Figure 3 - Conceptual Site Plan (Received January 2, 2024)



Figure 4 – Rendering view from Commissioners Road West facing south (Received January 2, 2024)



Figure 5 – Rendering street view from Commissioners Road West

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 By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone.

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

Regulation (R5-7)	Required	Proposed/Recommended
Interior side yard setback (Minimum)	6.0 metres, where there are windows to habitable rooms	3.0 metres, where there are windows to habitable rooms
Density (Maximum)	60 Units Per Hectare	67 Units Per Hectare
Front Yard Depth (Minimum)	8.0 metres	5.0 metres
Rear Yard Setback (minimum)	0.5 metres per 1.0 metres of main building height, but in no case less than 6.0 metres	1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.
Landscaped Strip along rear lot line		3.0 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:

- Servicing

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

2.4 Public Engagement

On February 13, 2024, Notice of Application was sent to 184 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 February 22, 2024. A “Planning Application” sign was also placed on the site.

There were 5 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:

- Increase in Density
- Traffic Concerns

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.

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.

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.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The subject site is in the Neighbourhoods Place Type of The London Plan fronting on a Civic Boulevard. At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10-Range of Permitted Uses in Neighbourhoods Place Type).

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities and forms.

The proposed stacked townhouse development will contribute to the existing range and mix of housing types in the area, which primarily consists of one and two storey single detached dwellings. Existing higher intensity semi-detached and townhouse developments are located along Commissioners Road West, west of Nottingham Road, and townhouses and apartment buildings are located to the east fronting Wonderland Road South. The proposed development will provide choice and diversity in housing options for both current and future residents and provide additional opportunities for residents to remain in their neighbourhood as they age. Further, the townhouse development on the subject site is a permitted use and in conformity of The London Plan policies within the Neighbourhoods Place Type for this area. Within this context, 3-storey townhouse buildings along a Civic Boulevard in this neighbourhood would not be out of place.

The analysis of intensity and form will be further discussed below to demonstrate the proposed stacked townhouse buildings can be developed on the subject site in a way that is appropriate for the site and adjacent neighbourhood.

4.2 Intensity

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods and further directs that intensification may occur in all Place Types that allow for residential uses (84_). Further, The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height of 4 storeys, with an upper maximum of up to 6 storeys is contemplated in the Neighbourhoods Place Type where a property has frontage on a Civic Boulevard (Table 11-Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953_3).

The subject site has frontage on a Civic Boulevard (Commissioners Road West), which is a higher-order street to which higher-intensity uses are directed. The townhouse buildings are to be a maximum of 3-storeys in height (12m), which is in keeping with the height limits of The London Plan. Further, the site is located within walking distance (approximately 8-minute walk) to a broad range of commercial uses at the intersection of Commissioners Road West and Wonderland Road South, as well as Westmount Mall which contains, a movie theatre, restaurants, a grocery store and several other services. Access to several bus routes is located within a 400-metre walking distance of the site, allowing residents convenient access to surrounding commercial uses, recreational facilities and services on Southdale Road (East and West, respectively), Commissioners Road East, Wonderland Road South, and in the Downtown. As the site is currently developed with one single detached dwelling, the proposed development represents an appropriate form of intensification through infill redevelopment. The subject site is located in an area where The London Plan directs and supports intensification and redevelopment. As such, staff are satisfied the proposed intensity and scale of development is in conformity of The London Plan.

4.3 Form

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (953_ 2.a. to f.). City Design policies further direct principal building entrances along the public right-of-way (291_), the inclusion of outdoor amenity spaces (295_), and reduction in parking in areas with transit (271_). The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

Consistent with The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the city, the redevelopment and intensification of the site for stacked townhouses would contribute to achieving a more compact form of growth and development than the single detached dwelling that currently occupies the site.

The massing of the new buildings will be sensitive to neighbouring lower-scale uses, which is primarily 1 to 2-storey single-detached dwellings to the north, east and south and a 2-storey office building abutting the development to the west. The stacked townhouse buildings and the existing dwelling have been oriented so that the primary building frontage faces towards Commissioners Road West with principal unit entrances and walkways directly to the City sidewalk. This will animate the civic boulevard providing for an interactive, safe and inviting realm along Commissioners Road West.

Adequate parking is provided for the proposed development as required by the Zoning By-law at 0.5 parking spaces per unit. The applicant has provided 32 spaces for parking, which equates to 1.07 spaces per unit. All parking is located in the rear of the site to help screen the parking from the street while providing sufficient space to include trees and fencing to provide additional privacy from the neighbouring properties. Staff have recommended to the Site Plan Approval Authority the inclusion of short-term and long-term bicycle parking to encourage active transportation with the development of the stacked townhouses.

Common amenity areas are located in the rear of the existing heritage dwelling as well as landscaping located along the frontage and east and west edges of the property. Further, the recommended special provisions seek to secure an enhanced landscaped strip along the south property boundary. Although the previous application was able to establish a 6.0 metre landscaped strip at the rear of the property the proposed development has resulted in a larger building envelope and requires additional parking. In order to accommodate the revised development, the enhanced landscaped strip has been reduced to 3.0 metres. The development proposal is still providing double (3.0 metres) the requirement of the Site Plan Control By-law and there remains ample space for tree planting/preservation and buffering from the proposed use to the neighbouring properties. Additionally, the site possesses a unique collection of mature trees, along the frontage and rear of the property lines. The submitted Tree Assessment Report indicated that the applicant intends on removing 22 trees, while preserving 7 of the existing trees. New tree plantings will be contemplated through a future landscape plan at the site plan approval stage.

An important feature of this development is the retention of the existing 1870 Georgian Style Heritage dwelling. The concept plan seeks to retain the front portion of the original building and ensure that the proposed new built form does not alter or overwhelm the heritage attributes of the existing structure from the street.

4.4 Zoning

The proposed stacked townhouse buildings require special provisions to facilitate the development. The following is an analysis of the request and staff's response:

- *A minimum front and yard depth of 5.0 metres* - The reduced front yard depth reflects current urban design standards in The London Plan, which encourages buildings to be positioned with minimal setbacks to public rights-of way to create a street wall/edge that provides a sense of enclosure within the public realm (259_). The reduced front yard setback is appropriate for the site as it helps to activate the streetscape while still avoiding any encroachment of stairs, footings or other building elements into the right-of-way. The proposed buildings are setback relatively in line with the existing single-detached dwelling, and the 5.0 metre setback will not detract from the contextual relevance of the heritage dwelling along the streetscape. Staff have no concerns with this proposed setback.
- *A reduced minimum interior yard depth of 1.8 metres and 3.0 metres when the end wall of a unit contains windows to habitable rooms* - The intent of interior side yard setback regulations is to locate dwellings and structures at an appropriate distance from one another to ensure there are no adverse impacts on adjacent properties. The minimum setback also ensures that there are no structural encroachments or overhangs into adjacent properties and ensuring space between the property line and the building or structure for permitting access around the dwelling for maintenance and repairs. The proposed interior side yard setback of 3.0 metres when the building wall contains windows to habitable rooms will provide ample space for tree planting and privacy screening to the neighbouring properties. Staff are recommending that a 1.8-metre-tall privacy fence be installed at the site plan application stage. Staff have no concerns with the reduced setback when the end wall of a unit contains windows to habitable rooms.
- *Rear yard depth of 1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.* – The rear yard setback is important due to the proximity of the single-detached homes to the rear. If the new townhouse buildings are built to the maximum allowable height of 12 metres, a 12-metre rear yard would be required. Staff are satisfied that the rear yard depth regulation is sufficient to mitigate privacy concerns and provide for adequate space for the required site functions including amenity space and parking.
- *A minimum 3.0-metre-deep landscape strip along the south lot line.* – The site contains a unique collection of mature trees. As such, the applicant has included a special provision for the rear of the property to provide enhanced opportunities for tree preservation and tree growth. As discussed above, the reduction in the landscaped strip from 6.0 metres in the previous application to 3.0 metres in the current application is due to the increase in intensity and an increase in parking. However, the proposed 3.0 metre setback still provides opportunity for future tree planting and privacy measures to be installed to ensure the neighbours are screened from the proposed development. New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process. Staff are in support of this special provision.

4.5 Servicing

Stormwater Engineering made note in their comments provided to Planning and Development Staff that the subject lands have no storm or sanitary sewers fronting this development, and that the applicant will be required to address the extension of the municipal services. Given that there are no sanitary or storm capacity issues with the proposal and storm and sanitary sewers are in close proximity to the site (approximately 20 metres sanitary extension and 60 metre storm water extension). Staff are satisfied that the extension of the municipal services can be addressed at a future Site Plan Application Stage. As such, a holding provision is not required for the Zoning Application.

4.6 Public Comments

As noted in the public engagement section of this report, 5 emails were received from 5 members of the public. The public's concerns were related to the following matters:

Increased Intensification

The proposed stacked townhouse development adds a greater number of units to the subject site than what currently exists. The London Plan promotes intensification along higher order streets within the Neighbourhoods Place Type. Specifically, Policy 919_2 and 3 states that the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto Civic Boulevards (Commissioners Road West) may allow for a broader range of uses and more intense forms of development than those fronting onto neighbourhood streets. Staff are satisfied that the proposed density is appropriate for the site and the site is able to accommodate sufficient parking, amenity space and remain compatible with the surrounding land uses. Adequate infrastructure, community facilities, transportation and services exist to support the proposal. Staff have placed a special provision within the recommended Zoning By-law to cap the density at 67 units per hectare (29 total units) to ensure additional density cannot be achieved through the Site Plan Approval process.

Increased Traffic, Noise

No significant traffic or transportation impacts are anticipated, as such no Transportation Impact Assessment was required as part of a complete application. Commissioners Road West is classified as a Civic Boulevard with an average daily traffic volume of 13,000 vehicles per day. Residents of the development are within walking distance to several amenities and will have access to transit routes and active transportation infrastructure such as cycling routes and pedestrian sidewalks. Further, the development is not anticipated to produce any significant noise. Noise impacts will be mitigated through spatial separation, landscaping and buffering and board on board privacy fence. Although Transportation does not anticipate any noticeable traffic impact, members of the public have inquired about adding a traffic light to the Commissioners Road West and Nottingham Road. The Traffic Engineering department are undertaking a turning movement count (TMC) study to review if there is warrant for a traffic signal in the area.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone to permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. Staff are recommending approval of the requested Zoning Bylaw amendment.

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type Policies. The recommended amendment will facilitate the development of an underutilized site with a land use, intensity, and form that is appropriate for the site.

Prepared by: Brent House,
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 634 Commissioners Road West.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW 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 634 Commissioners Road West as shown on the attached map comprising part of Key Map No. A106 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone.
2. Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by deleting and replacing the following Subsection:

R5-7(30) 634 Commissioners Road West

a. Regulations

- i) Density (Maximum) – 67 Units Per Hectare
- ii) Front Yard Depth (Minimum) – 5.0 metres
- iii) Interior Side Yard Depth (Minimum) – 1.8 metres when the building wall contains no windows to habitable rooms, or 3.0 metres when the building wall contains windows to habitable rooms.
- iv) Rear Yard Depth – 1.0 metre per 1.0 metre of main building height, but in no case less than 6.0 metres.
- v) Enhanced Landscaped Strip (minimum) – A minimum 3.0-metre-deep landscape strip shall be required along the south lot line.

1. 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.

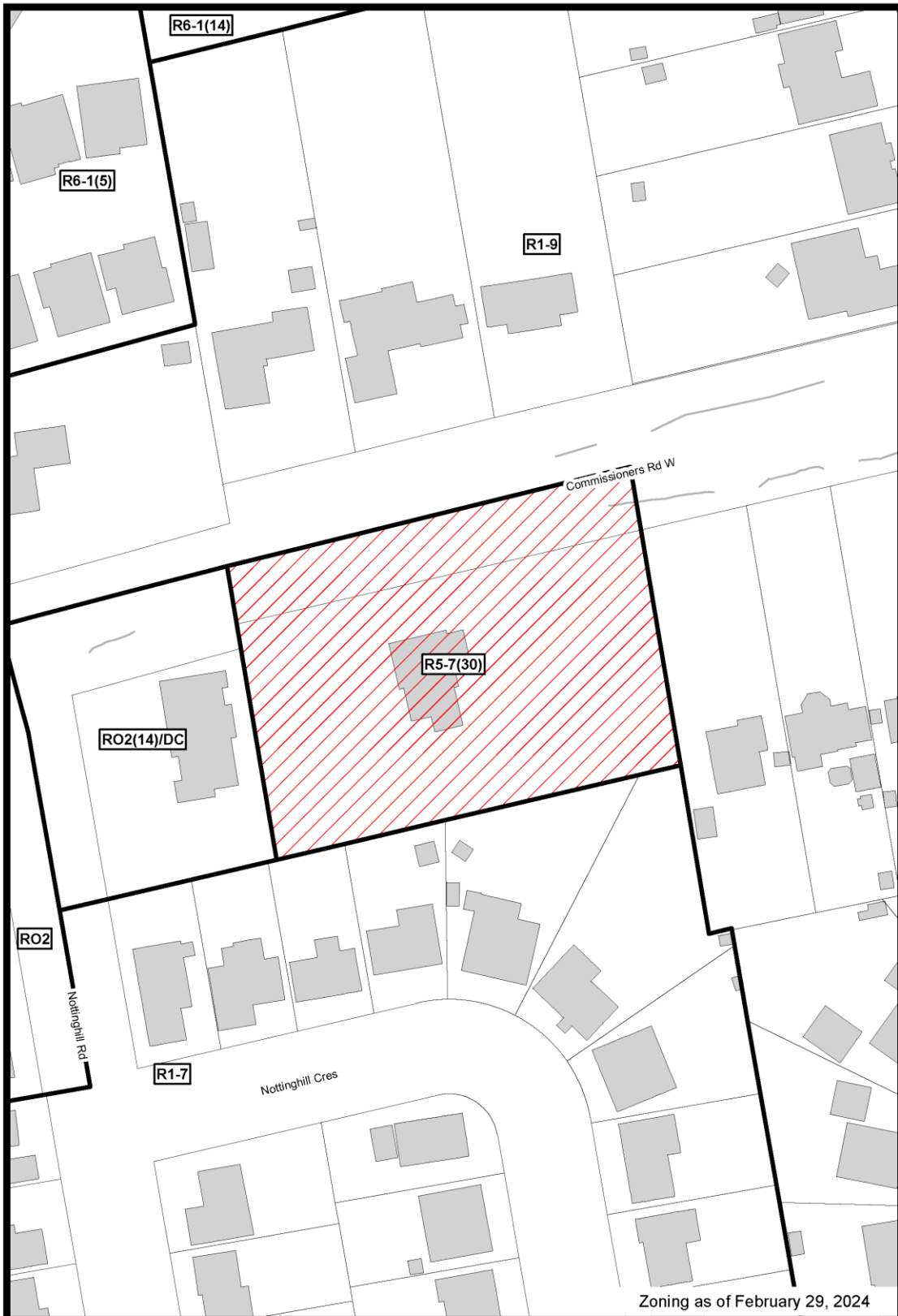
PASSED in Open Council on April 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 2024

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



<p>File Number: Z-9708 Planner: BH Date Prepared: 2024/03/08 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters</p> 
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Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Single-detached dwelling
Frontage	88.0 Metres (feet)
Depth	51.1 Metres (feet)
Area	0.445 Hectares (acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low Density Residential, Single Detached Dwellings
East	Low Density Residential, Single Detached Dwellings
South	Low Density Residential, Single Detached Dwellings
West	Residential, 2-storey office building

Proximity to Nearest Amenities

Major Intersection	Wonderland Road South/Commissioners Road West, 423 metres
Dedicated cycling infrastructure	Commissioners Road West, 423 metres
London Transit stop	Commissioners east of Nottinghill EB - #474, 5 metres
Public open space	Lynngate Grove Park, 391.9 metres
Commercial area/use	Commissioners Court, 443.9 metres
Food store	Food Basics, 582.9 metres
Community/recreation amenity	Westmount Mall, 380.9 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods fronting a Civic Boulevard
Current Special Policies	N/A
Current Zoning	Residential R5 Special Provision (R5-7(30))

Requested Designation and Zone

Requested Place Type	Neighbourhoods fronting a Civic Boulevard
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-7(_))

Requested Special Provisions

Regulation (R5-7)	Required	Proposed
Interior side yard setback (Minimum)	6.0 metres, where there are windows to habitable rooms	3.0 metres, where there are windows to habitable rooms
Density (Maximum)	60 Units Per Hectare	67 Units Per Hectare
Front Yard Depth (Minimum)	8.0 metres	5.0 metres
Rear Yard Setback (minimum)	0.5 metres per 1.0 metres of main building height, but in no case less than 6.0 metres	1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.

Regulation (R5-7)	Required	Proposed
Landscaped Strip along rear lot line		3.0 metres

C. Development Proposal Summary

Permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units.

Development Overview

The development proposal identified two, three-storey stacked townhouse buildings, each located to the west and east of the existing heritage dwelling. The first stacked townhouse building to the west contains 8 dwelling units, while the building to the east contains 20 dwelling units. Vehicular access to the site is proposed to be provided by a single right-in, right-out driveway from Commissioners Road West. Further, the required vehicular parking for the new stacked townhomes consists of 32 surface parking spaces located at the rear of the property. Common outdoor amenity area is located at the rear of the existing heritage dwelling, as well as landscaped strips along the west, east and south property lines.

Proposal Statistics

Land use	Residential
Form	2 3-storey stacked townhouse
Height	3-Storeys (12.0 metres)
Residential units	29
Density	67 Units per hectare
Gross floor area	N/A
Building coverage	25%
Landscape open space	47.5%
Functional amenity space	180 Metres ²
New use being added to the local community	Yes

Mobility

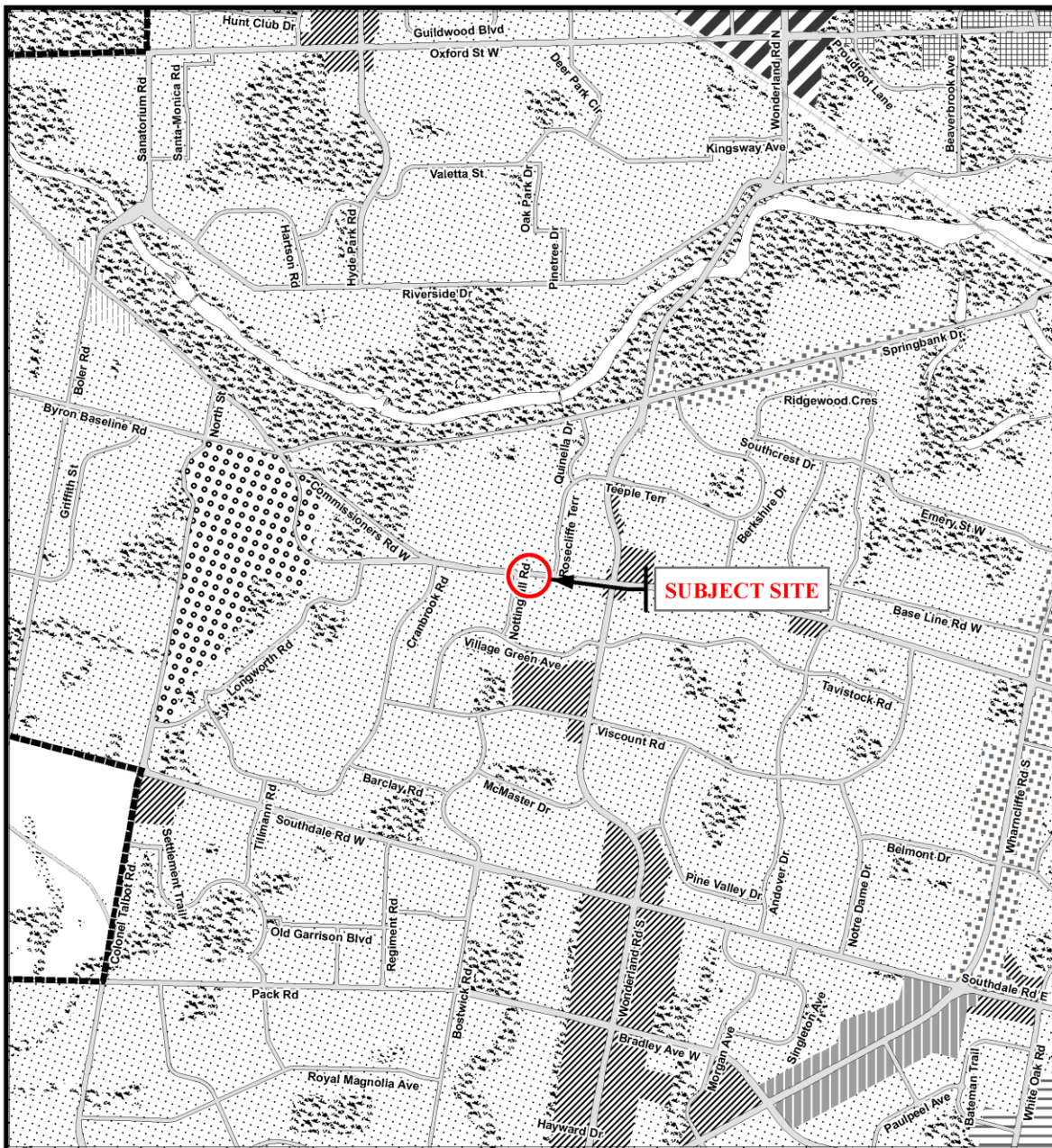
Parking spaces	32 surface parking spaces
Vehicle parking ratio	1.07 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Unknown
Secured bike parking ratio	Unknown
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree removals	25
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	Yes

Existing structures repurposed or reused	Yes
Green building features	Unknown

Appendix C – Additional Plans and Drawings



Legend

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

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

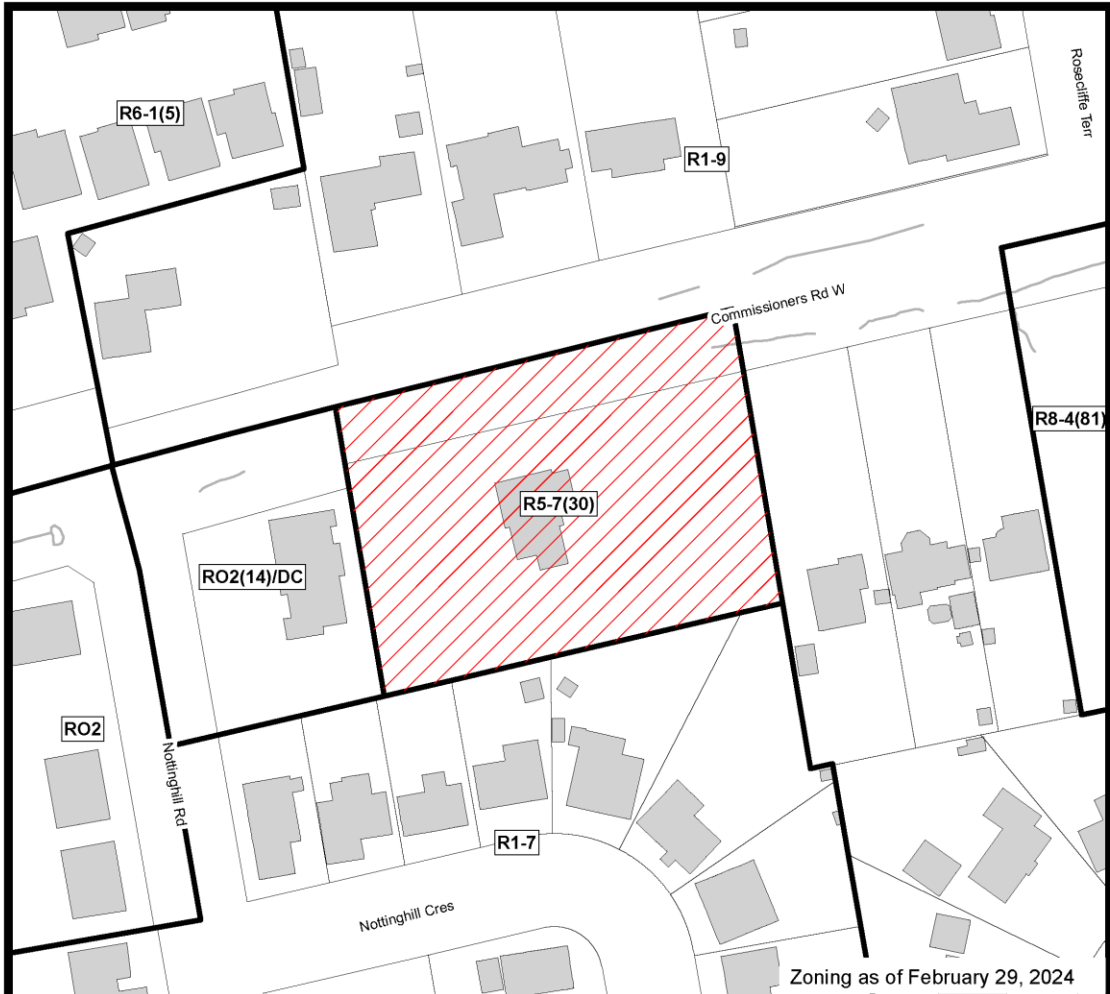
CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development

Scale 1:30,000

 Meters

File Number: Z-9708
Planner: BH
Technician: RC
Date: 2024/03/08

Project Location: E:\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxds\Z-9708_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | |
| R10 - HIGH DENSITY APARTMENTS | OB - OFFICE BUSINESS PARK |
| R11 - LODGING HOUSE | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | AG - AGRICULTURAL |
| AC - ARTERIAL COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| CC - CONVENIENCE COMMERCIAL | RT - RAIL TRANSPORTATION |
| SS - AUTOMOBILE SERVICE STATION | |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "h" - HOLDING SYMBOL |
| OR - OFFICE/RESIDENTIAL | "D" - DENSITY SYMBOL |
| OC - OFFICE CONVERSION | "H" - HEIGHT SYMBOL |
| RO - RESTRICTED OFFICE | "B" - BONUS SYMBOL |
| OF - OFFICE | "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-9708

BH

MAP PREPARED:

2024/03/08

CK

1:1,250

0 5 10 20 30 40

Meters

Appendix D – Internal and Agency Comments

Heritage – Received February 27, 2024

Z-9708 Commissioners Road West

ZBA for cluster townhouses

Context

- The property at 634 Commissioners Road West is designated pursuant to Part IV of the *Ontario Heritage Act*. Any development on or adjacent to the heritage-designated property should be designed in a manner that is sympathetic and compatible with the existing on-site heritage resources.

Matters for Zoning

- Heritage is supportive of the retention of the existing of dwelling on the heritage-designated property. Though not identified as a heritage attribute of the property, heritage staff also commend the applicant on the retention of the semi-circular walkway in front of the heritage dwelling as a landscape feature that helps to enhance the heritage value of the property.

Matters for Site Plan

- With the increase from the previously-approved 10 unit concept to the proposed 28-unit application, the new townhouse units on the property adjacent to the heritage dwelling have increased substantially in the footprint, scale, massing, and form. While heritage remains supportive of the application, the recommendations of the Heritage Impact Assessment, in particular as it relates to the exterior materials and cladding of the proposed townhouses will be important considerations at the site plan stage, if approved.
- Heritage staff will be seeking to confirm that the recommendations identified in Section 9 of the Heritage Impact Assessment have been, or will be, satisfied through the Site Plan process.
- In addition, Heritage Alteration Permit approval will be required prior to the removal of the rear addition of the existing dwelling to ensure that the removal will not affect the heritage attributes of the property. The exterior treatment of the rear of the existing dwelling will need to be considered and addressed as a part of the Heritage Alteration Permit approval. HAP approval will be required prior to the issuance of a Building Permit.

Ecology

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

Engineering – Received February 28, 2024

Zoning application comments:

Planning & Development:

- As there are no storm or sanitary sewers fronting this development, an h-149 holding provision will be required to address the extension of municipal sewer.
- 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:

- In order to service the site, the applicant will need to extend the sanitary sewer to the mid-block of the proposed site which will allow for a 90-degree connection from the site sewer to the extended municipal sanitary main; this is at the cost of the applicant/developer.
- If the proposed units are not intended to be part of a condo block, then sanitary servicing for any street facing units is to be to the municipal sewer rather than a private internal sewer.
- Any site sewers or PDCs are to cross perpendicular to the 900mm & 300mm diameter watermains.
- Any road cuts are to be perpendicular to the ROW.

Stormwater:

Comments specific to the site:

- As per Storm Drainage area plan Drawing No (16954) the site at $C=0.50$. Currently, there is no fronting storm sewer. Therefore, the consultant is to provide a SWM functional report indicating how the site is proposed to be serviced (e.g. on-site controls, LID, etc.). In addition, Changes in the "C" value will require the applicant to demonstrate sufficient capacity in the receiving pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. As-constructed information should also be updated to reflect the proposed development. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- As per the Drainage By-law, the consultant would be required to provide for a storm PDC ensuring existing peak flows from the 2 through 100-year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- Roadside ditches are intended for road surface drainage only, and never intended to accommodate intensified flow from infill development.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- The (current/proposed) land use of a medium residential density will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - "normal" level water quality control (70% TSS removal) for the lands to be developed, as there are no downstream quality controls in place.
 - 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);
 - shall comply with riparian right (common) law.

- The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event. **If the 250 year flows cannot be safely conveyed, these flows must be controlled through the site stormwater management design.**
- 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:

- A response to comment letter is required for each following comments:
- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission.
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.
- Ensure proposed access meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes.

Water:

- Water is available for the subject site via the municipal 300mm high-level watermain on Commissioners Road West.

- A water servicing brief addressing domestic demands, fire flows, and water quality.
- If the existing water service is to be used for the adjacent building, the owners engineer is to confirm if it is adequate to use.
- Ensure water servicing within the subject site does not create a regulated drinking water system.

UTRCA – Received February 23, 2024

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

Urban Design – Received February 23, 2024

Urban Design is generally supportive of the proposal and has the following comments:

The Applicant is commended for incorporating the following:

- Retaining the existing curved driveway/pathway into the design of the site
- Providing a landscaped area at the end of the drive aisle to enhance the view terminus while approaching the site from Commissioners Road West.

Matters for Zoning

Urban Design supports the special provisions requested by the Applicant and would recommend carrying them forward.

Matters for Site Plan

1. Remove parking 1 & 2 to create a safer and well-defined common outdoor amenity space and establish a clear vehicular and pedestrian priority zone within the site. TLP 272
2. Ensure any parking and garbage area exposed to Commissioners Road West is screened with an enhanced all-season landscaping buffer. TLP 278, 266
3. Retain as many mature trees as possible, especially within the curved driveway that contributes towards building the streetscape along Commissioners Road West. TLP 258

Parks Planning – Received February 21, 2024

1. Major Issues
 - None.
2. Matters for OPA/ZBA
 - None.
3. Matters for Site Plan
 - Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Landscape Architecture – February 26, 2024

1. Major Issues
 - No potential grounds for refusal, or issues that could require significant changes to the proposal. The Tree Assessment Report prepared by RKLA, November 2023 captured 35 individual and 3 vegetative units. There are no boundary trees associated with this site.

2. Matters for Site Plan

- A recommendation for proof of payment for the coordinated removal of city trees #1, 2, 5 and hedge will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.
- One thousand six hundred and eighteen [1618] cm dbh proposed for removal. In accordance with London Plan Policy 399, 161 replacement trees are required within site; a recommendation will be forwarded to Site Plan. If there is insufficient space within the site, cash-in-lieu will be calculated by multiplying the number of replacement trees that could not be planted on site by \$350.

3. Complete Application Requirements

- There is a discrepancy between the inventory table and the Tree Preservation Plan regarding actions proposed for trees # 22 and 23. Applicant to confirm action proposed to calculate total dbh proposed for removal.
- Vegetative units were not included in the inventory table. Please confirm the following:
 - all trunks of vegetative unit 1 are less than 10cm dbh greater than and equal to 10cm
 - address of growth for veg unit 2 and that all dbh of individual trunks are less than 10cm

Site Plan – February 27, 2024

Major Issues:

- The proposed and existing built forms are located within the Enbridge Gas pipeline setback. Consult with Enbridge to confirm whether the applicant will need to enter into an easement agreement with Enbridge Gas and/or provide any required setbacks.

Zoning:

- The proposed special provisions are in alignment with the zoning comments provided during the Site Plan Consultation, SPC23-111.
- As a proposed development fronting onto *The London Plan's Active Mobility Network*, the proposed built form lends itself to benefit from bicycle parking. Consider providing at grade bicycle parking for the proposed stacked townhouse units.

Site Plan:

- In alignment with the January 24th, 2023, City of London Council meeting, the applicant shall provide 1.8-metre-tall privacy fencing along the property boundary where the parcel abuts residential uses. Privacy fencing shall not be provided along the Commissioners Road West frontage.
- Site Plan has concerns regarding the turning radius of emergency vehicles within the proposed development. Confirm the turning radius along the proposed emergency vehicle route.
- Utilize all-season landscaping to buffer the parking and the waste, recycling, and green bin collection point abutting the proposed amenity space.
- Identify the on-site snow storage location(s). Snow storage shall not impact the proposed enhanced landscape buffer at the rear of the subject site or proposed/existing trees.
- The applicant exceeds the minimum parking requirements. To future proof the proposed development, retain existing mature trees, and provide additional all-season landscaping, consider reducing the proposed vehicular parking to provide bicycle parking, open green space, and/or electric vehicle charging station(s).

Note to the Planner:

- An updated Noise Study is required.

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.

Enbridge Gas Comments – Received February 29, 2024

- I forwarded your concerns to our District Engineer for London, and she has replied that we have no concerns.
- Our pipeline does appear to be in the road allowance, not on the property.

Appendix E – Public Engagement

The applicant provided multiple ways for public engagement:

Info Postcard

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

Project Website

A project website (www.siv-ik.ca/634cw) was launched on May 10, 2022 to provide a “home-base” for sharing information and updates about the project and gathering feedback through an online feedback form. On October 18, 2023, the project website was updated with the new development concept for the site.

Virtual Community Info Session

The project team hosted a Zoom webinar on November 1, 2023 to provide a live forum to share information directly with residents/participants and facilitate a Q & A session with lead members of the project team.

Community Engagement

Notice of Application:

Public Liaison: On February 13, 2024, Notice of Application was sent to 184 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 February 22, 2024. A “Planning Application” sign was also placed on the site.

There were 5 responses received during the public consultation period.

634 Commissioners Road West - The purpose and effect of this zoning change. Possible change to the Zoning By-law Z.-1 Possible change to Zoning By-law Z.-1 FROM a Residential R5 Special Provision (R5-7(30)) Zone TO a Residential R5 Special Provision (R5-7(_)) Zone. Special provisions include: Maximum density of 67 units per hectare, whereas 60 units per hectare is the maximum permitted; a minimum front yard depth of 5.0 metres, whereas 8.0 metres is the minimum required; Interior side yard setback of 3.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms; a rear yard setback of 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres; a minimum 3.0 metre deep landscape strip along the south lot line. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development. File: Z-9708

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

- Increased Intensity
- Increased traffic

Public Comment #1 – Dave Queen

Please register and consider these comments in argument against the density increase request.

File: Z9708 Applicant: Royal Premier Homes (c/o Siv-ik Planning & Design Inc.)

Proposal: Zoning amendment to allow:

Cluster stacked townhouses consisting of two 3.5 storey with 28 Units at a density of 67 Units per hectare.

On or about December 21, 2022 a request was done for a zoning amendment to allow:

Cluster townhouse development consisting of 10, 3 storey dwelling units and the retention of an existing Single detached dwelling totaling 11 units. File: Z-9541

It appears that this request was granted.

Getting out of our complex is already difficult and with the increase in building these extra townhouses, the traffic will be worse than it is now.

A TRAFFIC LIGHT WOULD BE A MUST FOR THIS INTERSECTION. That should be at Nottinghill Rd and Commissioners Rd. West.

What was already approved by the city is appropriate for that site in consideration of the keeping of and respect warranted to the Heritage building on that parcel.

This is opposed by Diana and David Queen, [REDACTED]
[REDACTED]

Public Comment #2 – John Harris

I am writing in regards to the proposed Zoning By-law Amendment for 634 Commissioners Road West.

I reside at [REDACTED] and have lived at that address for over 25 years. During that time period the traffic volumes on Commissioners have dramatically increased. Most likely to the recent and continuing residential development to the west of the city. It is frequently did and dangerous to cross Commissioners as a pedestrian or to exit our small community of condominiums using your car.

This development with 28 units will only add to the existing traffic volumes. More significantly the driveway has been situated on the west side of the development, close to Nottinghill Road. Nottinghill is a relatively busy side street. At times it is very difficult and dangerous to exit it to Commissioners; turning right or left.

If this development is allowed to proceed it would be safer to have the driveway shifted to the most easterly side of the property. The developer could easily do that while retaining the single-detached home, but would forego using the existing driveway.

Alternatively, while I am reluctant to suggest this, perhaps a traffic light should be installed at Nottinghill Road.

Thank you for your consideration,

John Harris.

Public Comment #3 – Kathy Moorhouse

Subject: Re: Opposed to increasing density on 634 Commissioners Rd W parcel
To the attention of Mr House and Councillor Van Meerbergen,

Please register and consider these comments in argument against the density increase request.

Major issue-

The Developer Royal with Consultant group Siv-ik regarding 634 Commissioners W have, of course, requested increased density to what the city has already granted.

Traffic access and egress from our complex onto Commissioners is already dangerous and that danger will be compounded dramatically should the developer get this density increase outlined in the notice we received - approved.

28 dwellings on that little parcel or more* (*developer will likely ask to build even more units once they get the requested increased density approved- the cars, delivery trucks, garbage trucks in and out of that property onto Commissioners will add substantially to traffic from our complex , traffic from Nottingham Rd. and from neighbouring residential areas . Without a traffic light at Nottingham and Commissioners Rd W this is an unreasonable and dangerous proposal to the extreme.

***What was already approved by the City is appropriate for that site in consideration of the keeping of and respect warranted to the heritage building on that parcel of land.

Thank You
Katherine Moorhouse
Owner:

[REDACTED]

Public Comment #4 – Maribeth McCluskey

I am writing with respect to the proposed increased density and height of the previously approved 11 stacked townhouses at 634 Commissioners Rd.W.

I am opposed to this new plan by the developer Royal Premier Homes with consultant group Siv-ik for the following reasons:

1. Previously approved number of 11 stacked townhouses was more acceptable than 28 stacked townhouses on a small piece of land.
2. It's already difficult to turn left (east) on Commissioners Rd.W. when exiting our driveway entrance at [REDACTED]. The proposed increased density of the new development will lead to even more traffic congestion.

Maribeth McCluskey

[REDACTED]

Public Comment #5 – Mary and Michael Melanson

To the attention of Mr House and Councillor Van Meerbergen,

Please register and consider these comments in argument against the density increase request.

Major issue-

The Developer Royal with Consultant group Siv-ik regarding 634 Commissioners W have, of course, requested increased density to what the city has already granted.

Traffic access and egress from our complex onto Commissioners is already dangerous and that danger will be compounded dramatically should the developer get this density increase outlined in the notice we received - approved.

28 dwellings on that little parcel or more* (*developer will likely ask to build even more units once they get the requested increased density approved- the cars, delivery trucks, garbage trucks in and out of that property onto Commissioners will add substantially to traffic from our complex , traffic from Nottingham Rd. and from neighbouring residential

areas . Without a traffic light at Nottingham and Commissioners Rd W this is an unreasonable and dangerous proposal to the extreme.

***What was already approved by the City is appropriate for that site in consideration of the keeping of and respect warranted to the heritage building on that parcel.

Sincerely expressed,
Mary and Michael Melanson

[Redacted signature block]

634 COMMISSIONERS ROAD W.

PROJECT SUMMARY

www.siv-ik.ca/634cw | **Developer:** Royal Premier Homes

Updated Development Proposal

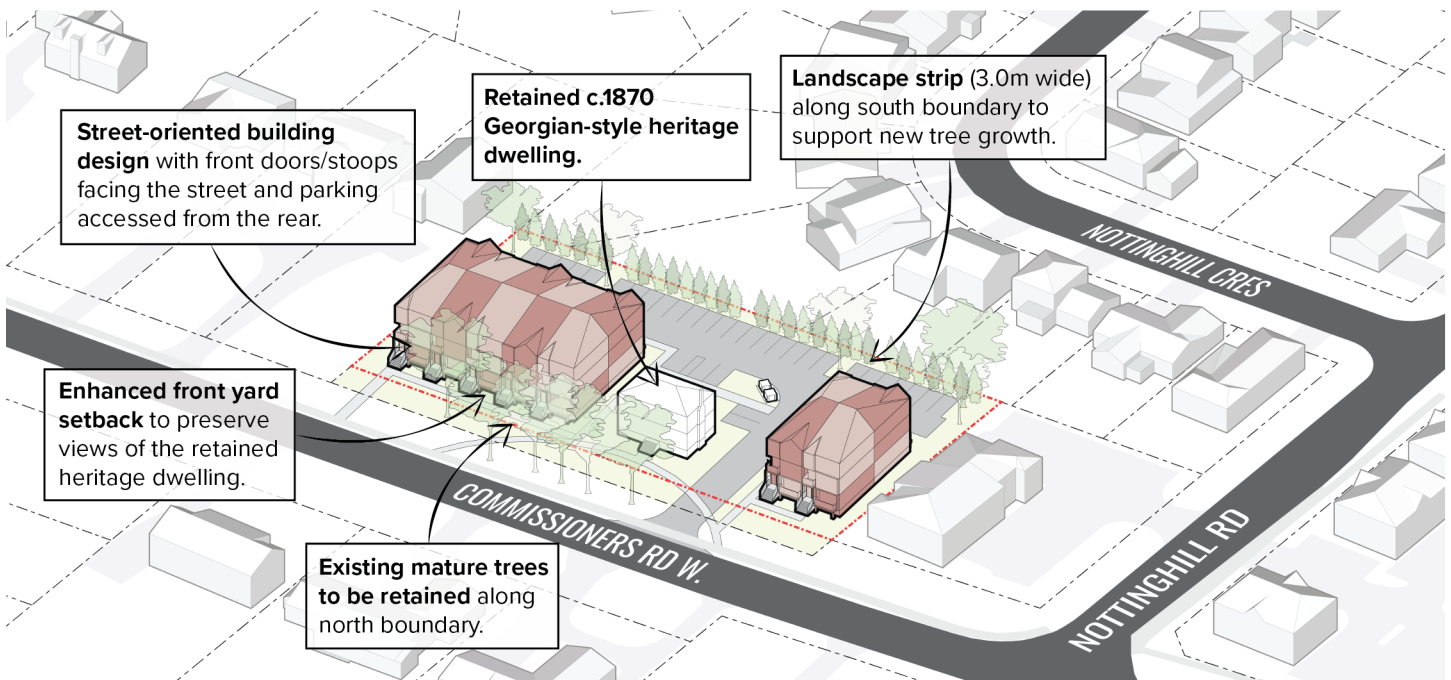
In January 2023, the City of London approved a zoning change for 634 Commissioners Road W., converting it from Residential R1 to Residential R5. This allowed for a 3-storey townhouse project that also preserved the existing c.1870 heritage dwelling. Since then, the housing market in London has shifted significantly. To better respond to current market needs, Royal Premier Homes, the developer, is now planning a new stacked townhouse development, which will increase the amount of dwelling units while providing a more “attainable” housing product.

New Concept-At-A-Glance

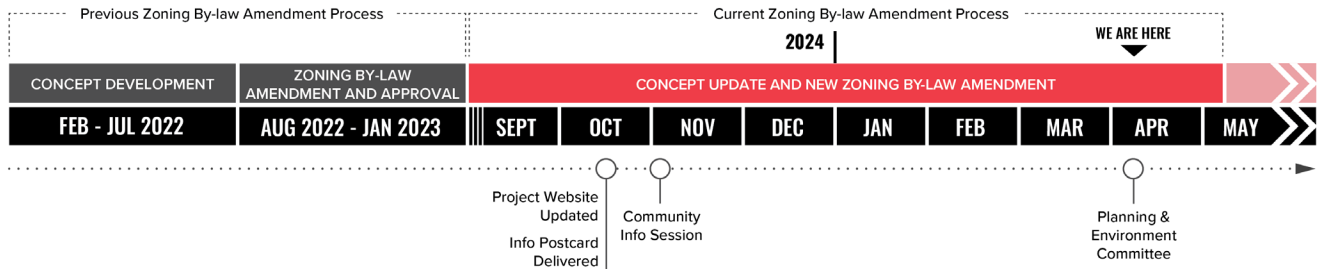
Units	29
Parking	33 Vehicle Spaces (29 Resident Stalls & 4 Visitor Stalls)
Height	3.5 Storeys (12.0m)
Density	67 units per hectare

Key Features

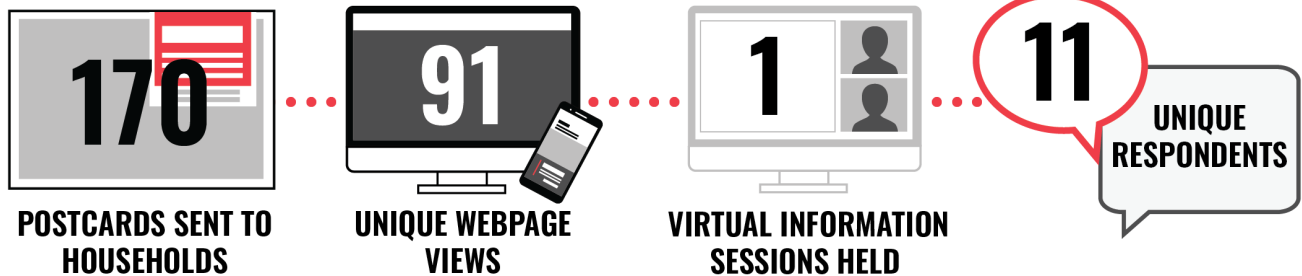
The new concept carries forward many of the positive/key design attributes of the previously approved townhouse project. Some of those key design features are identified below:



Timeline



Community Engagement by the Numbers



*Includes feedback received from the Siv-ik project website feedback form, Virtual Community Information Meeting, and emails to info@siv-ik.ca. The count does not include any feedback sent directly to the City.

Frequently Asked Questions

- | | |
|--|--|
| <p>Why the change?</p> <ul style="list-style-type: none"> The characteristics of the housing market in London have changed significantly since the original townhouse proposal was conceived. The new concept will allow for an increase in the amount of dwelling units and provide a more “attainable” housing product for Londoners, while maintaining a similar built form to the original proposal. | <p>How will the design updates impact us?</p> <ul style="list-style-type: none"> Royal Premier Homes has chosen to stick with a 3.5-storey building height, which actually fits within the 12.0m height maximum that was previously approved. The existing c.1870 Georgian-Style dwelling continues to be incorporated into the development plan. The east and west side-yard setbacks have been increased from 1.8m to 3m. The front facade of new buildings continues to be generally in line with the front face of the existing heritage dwelling, and setback from Commissioners Road to help preserve mature trees. An enhanced 3m “landscape strip” has been included along the rear lot line to allow for better tree/canopy growth than the typical 1.5m strip. |
| <p>How has traffic been considered?</p> <ul style="list-style-type: none"> The new concept still represents a form of “gentle density” that will not significantly alter vehicular traffic volumes along Commissioners Road. The new site access is proposed in a similar location as the previous concept, which will allow for safe separation from the intersection of Nottinghill Road and Commissioners Road East. | |

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: 735 Wonderland Rd North Inc.(c/o Strik, Baldinelli, Moniz Ltd.)
735 Wonderland Road North
File Number: OZ-9704, Ward 6
Public Participation Meeting

Date: April 9, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 735 Wonderland Rd North Inc. c/o Strik, Baldinelli, Moniz Ltd. relating to the property located at 735 Wonderland Road North:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 23, 2024 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Transit Village Place Type and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of the Official Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 23, 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 property **FROM** an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone **TO** a Business District Commercial Special Provision (BDC1(_)) Zone.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Incorporate elements that achieve the following:
 - a) principle entrances that are oriented and are accessible from the relevant street frontage,
 - b) forecourts on ground floor commercial units,
 - c) urban character between the building/street interface,
 - d) integrated parking and garbage ramps with active uses on the ground floor to activate the front face of buildings to the street
 - e) appropriate lay-by locations,
 - f) green development elements, where appropriate
 - ii) Implement all Transportation Impact Assessment (TIA) recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.
- (d) 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 amendments are being recommended for the following reasons:

- i) The recommended amendments are 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 will facilitate a built form that contributes to achieving a compact, mixed-use City;
- iii) The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and
- 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 London Plan, to add a Specific Policy to the Transit Village Place Type to permit one 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive and an amendment to the Zoning By-law Z.-1 to rezone the property from an a Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone to permit the redevelopment of the eastern portion of the subject site by removing a portion of the existing commercial building and constructing a mixed-use 25-storey building with a total of 219 residential units in conjunction with the 5,222m² (53 units) of office and commercial space, resulting in a total unit count of 272 units and a site density of 189 units per hectare. Requested Special Provisions include a maximum density of 189 uph and a maximum height of 25-storeys.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with additional special provisions to permit a 25-storey mixed-use building with a total of **219 residential units**.

Special provisions recommended by staff include: a maximum density of 189 uph, a maximum height of 25-storeys, a maximum rear yard setback of 12.6m, a minimum step-back above the 3-4 storey podium of 4.0m from Horizon Drive, a minimum step-back above the 3-4 storey podium of 4.0m from Beaverbrook Avenue and a maximum floor plate for the residential tower of 1,000 m².

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **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 Previous Reports Related to this Matter

None

1.2 Planning History

August 31, 2022 – An application to amend the existing site plan was submitted to permit commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue.

December 21, 2022 – A Minor Variance was granted to permit a maximum lot coverage of 32.5% and parking area setback of 1.6 metres from the road allowance to permit two additional buildings on the subject site.

1.3 Property Description and Location

The subject site is a corner property located at the intersection of Wonderland Road North and Beaverbrook Avenue, within the West London Planning District. The site has a total area of approximately 1.45 ha, with an approximate frontage of 71 metres along Wonderland Road North, 176 metres along Beaverbrook Avenue, and 78 metres of frontage along Horizon Avenue. The lands currently contain a commercial plaza with restaurants, offices and retail. An application for site plan approval is currently under review for two additional commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue.

The subject site is part of a growing commercial and residential community, ranging in built form and height in the surrounding area. A number of Planning Applications are ongoing on the lands and in the area including intensification for mixed-use and a residential subdivision to the east. The surrounding land uses adjacent to the subject site include a mix of medium and high-density residential, commercial, institutional and open space. Across Beaverbrook Avenue is a commercial centre (grocery store and fitness centre), London Family Health centre, and a medium density cluster townhouse development (Cherry Ridge condominium community). To the east, across Horizon Drive is the Horizon Place Retirement Residence, a 12-storey residential apartment building, and Proudfoot Park and Community Garden. Directly south of the subject site is the Middlesex-London Paramedic facility (Station 16) and Westview Funeral Chapel. Further south is the Costco-North commercial shopping centre, including restaurants, retail and gas station. To the west, across Wonderland Road North is the West London Alliance Church. There are additional commercial uses northwest of the subject site, including a pharmacy, restaurants, and a grocery store.

Wonderland Road North is an arterial road classified as a Main Street on Map 3-Street Classifications of The London Plan. The road segment of Wonderland Road North between Beaverbrook Avenue and Farrah Road has a traffic volume of approximately 48,000 vehicles per day. The subject site also has frontage onto Beaverbrook Avenue and Horizon Drive, which are classified as a Neighbourhood Connectors on Map 3-Street Classifications of The London Plan. The site is located on existing LTC transit routes, with a bus stops located on Wonderland Road North and Beaverbrook Avenue in front of the subject site.

Site Statistics:

- Current Land Use: commercial plaza
- Frontage: (\pm 71 m frontage), onto Wonderland Road North, (\pm 176 m frontage), onto Beaverbrook Avenue and (\pm 78 m) onto Horizon Drive
- Area: 1.45 ha (3.6 ac)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Commercial and Residential
- East: Residential
- South: Commercial
- West: Institutional and Commercial

Existing Planning Information:

- Existing London Plan Place Type: Transit Village
- Existing Zoning: Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6)

Additional site information and context is provided in Appendix C.



Figure 1- Aerial Photo of 735 Wonderland Road N and surrounding lands



Figure 2 - Streetview of 735 Wonderland Rd N (view looking northwest from Beaverbrook Ave)



Figure 3: Streetview of Development Area (view looking southeast from Beaverbrook Ave)

2.0 Discussion and Considerations

2.1 Development Proposal

In January 2024, the City accepted a complete Official Plan and Zoning By-law amendment application. The development proposal is to redevelop the eastern portion of the subject site by removing a portion of the commercial building, presently a Swiss Chalet restaurant, and construct a mixed-use 25-storey tower with a total of 219 units (189 uph). The proposed building would consist of a 3-storey podium with 134m² of commercial space fronting Beaverbrook Avenue. A point tower would rise above the podium for a total height of 25 storeys and would include 219 residential apartments consisting of 1- and 2-bedroom dwelling units. The primary entrance for the residential component of the building is planned to be oriented toward Horizon Drive with layby

driveway access for pick up and drop off area. Entrance(s) to ground floor commercial units would be oriented to Beaverbrook Avenue. The entrance to the existing second floor office unit above the existing plaza would be reconfigured and located to the west of the proposed building. Residential vehicle parking would be provided underground and within the podium levels with two separate accesses from the lane at the rear of the building. This south driveway lane would continue to provide access to loading spaces and the garbage collection area for the existing commercial plaza. Amenity space for the building would be located within several internal and rooftop spaces to allow residents access to communal space and amenity in addition to private balconies.

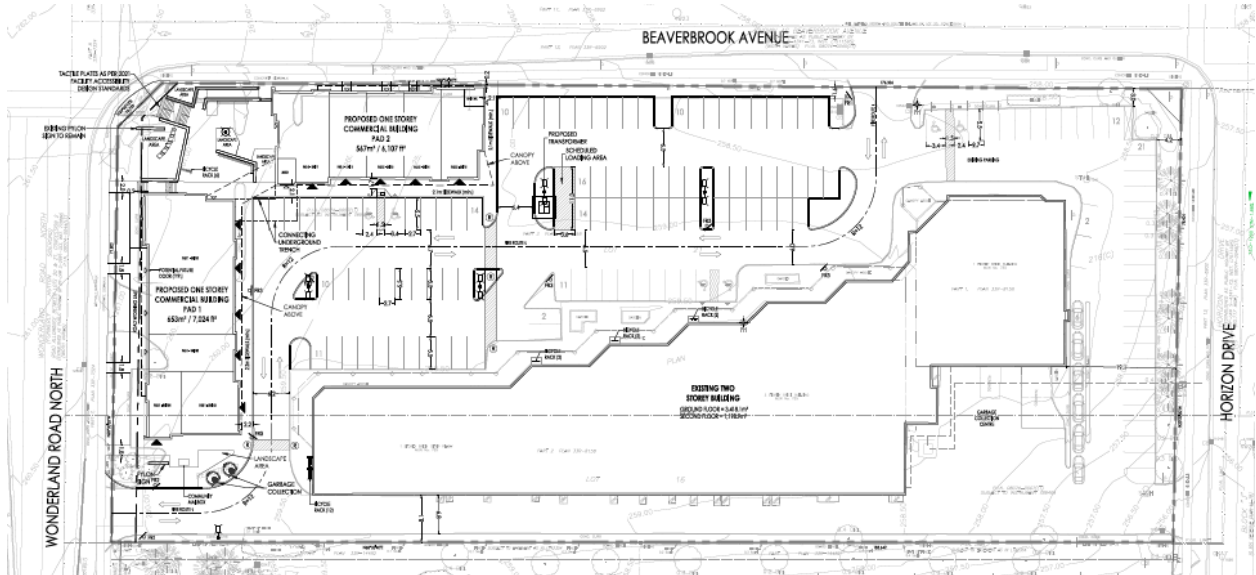


Figure 4: Existing Site Plan



Figure 5 : Conceptual Site Plan



Figure 6: Rendering view from across Beaverbrook Ave

2.2 Requested Amendment(s)

The applicant has requested to amend the Transit Village Place Type policies on a site-specific basis applied to the lands located at 735 Wonderland Road North, to permit a mixed-use building with a maximum height of 25-storeys, whereas 22-storeys is the upper maximum building height in The London Plan. Further, the applicant has requested an amendment to the Zoning By law Z.-1 to rezone the property from an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone. Requested Special Provisions include a maximum height of 25-storeys and a maximum density of 189 units per hectare

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

Regulation (BDC1 Zone)	Required	Proposed	Recommended
Maximum Density (units per hectare)	As per 25.3.3	189	189
Maximum Height (metres)	As per 25.3.3	86m (25 storeys)	86m (25 storeys)
Maximum Rear Yard Depth (metres)	N/A	12.6m	14.0m
Minimum step-back above the 3-4 storey podium from Horizon Drive (metres)	4.0	4.15	4.0m
Minimum step-back above the 3-4storey podium from Beaverbrook Ave (metres)	N/A	4.6	4.0m
Maximum Floor Plate for residential tower	N/A	991 m ²	1,000 m ²

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 by staff and agencies identified that the **proposed site and building design features outlined in Section 4.7 of this report are supported and should be carried forward through zoning.**

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

2.5 Public Engagement

A Virtual Open House/Community Information Meeting was held by the Applicant on November 16, 2023. On February 5, 2024, Notice of Application was sent to 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 February 5, 2024. A “Planning Application” sign was also placed on the site.

There were 28 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.

The public’s concerns generally dealt with the following matters:

- Traffic volume and safety
- Noise
- Air pollution
- Construction impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent
- Notice Requirements

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

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020, provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “*shall be consistent with*” the PPS. Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, livable, and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1.b) & 1.1.1.e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). Further, 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).

Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for

the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of use and opportunities for intensification and redevelopment (1.1.3.2). Finally, the PPS supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce, and by encouraging a sense of place by promoting well-designed built form (1.7.1.b) & 1.7.1.e)).

The proposed development meets the intent of the PPS policies by introducing intensification in the form of a mixed-use apartment building within the urban growth boundary and in close proximity to transit and other services.

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 associated with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Transit Village Place Type in The London Plan (TLP 877_). The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (811_1, TLP). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (811_2&3). The application proposes a 3-storey podium with commercial uses at grade. These uses will help provide an active frontage for the apartment building along the street. Residential units in the apartment will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The proposed mixed-use building aligns with the goals of The London Plan to plan for infill and intensification of various types and forms and by ensuring a mix of housing types is provided within our neighbourhoods (TLP 59_4).

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), and a diversified mix of housing types and densities (1.1.3.4).

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. Transit Villages are “second only to the Downtown” in terms of the mix of uses and intensity permitted (807). The role of Transit Villages is to support higher order transit by providing a higher number of people living, working and shopping in close proximity to high-quality transit services (808).

Intensity of use is generally defined by such features as height, gross floor area, coverage, floor plate area, density in units/ha, number of bedrooms, parking, and floor area ratio (*Table 7). The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (813_2). Buildings will be between 2-15 storeys with an upper maximum contemplated up to 22 storeys (813_1). The proposed development efficiently utilizes the site and provides a height of 25 storeys. Since the proposed height is above the 22-storey permissions of the Transit Village Place Type a site-specific amendment is required to permit the proposed development. The subject site occupies a land area of 1.45ha. The proposed site intensification will result in the creation of 219 residential units in conjunction with the 5,222m² (53 units) of office and commercial space, resulting in a total unit count of 272 units and a site density of 189 units per hectare, which provides a diversity of uses at an appropriate intensity. The site is within a Protected Major Transit Station Area (PMTSA) which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (815B), with a minimum density of 45 units per hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations. The site contributes to achieving the intent of the PMTSA policies.

The proposed redevelopment of the eastern portion of the site will facilitate an appropriate scale of development on a parcel that is of sufficient size to support their use and can provide sufficient setbacks to buffer the neighbouring existing and future commercial and residential development. The redevelopment of the parcel will facilitate the efficient use of land and existing municipal services, as servicing is available for the proposed uses.

4.3 Form

The proposed built form on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Transit Village Place Type in The London Plan (TLP 814_1). It is the intent of The London Plan to allow for more intense and efficient use of Transit Village sites through redevelopment, expansion and the introduction of high density mixed-use urban neighbourhoods connected by higher order transit to the Downtown and each other (TLP 806). High rise buildings should be designed to express three defined components including a base, middle and top (289). The base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (TLP 289).

Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (289_1). The current drawings show a 3-storey “base” utilizing a variety of materials with principal entrances oriented towards the public rights-of-way with engaging frontages and glazing to increase visibility to support pedestrian activity and safety at grade.

Considerations for both the existing office entrance and the new entrances required for the tower have been carefully articulated. The existing office entrance is demolished due to the implementation of the new tower design. A new office entrance is implemented between the existing plaza and the new tower, via the main parking lot. A new glass vestibule has been provided to overlook the existing plaza, providing greater

street presence to the new office entry. Additionally, the principal residential entrance is provided at the northeast corner of the podium along Horizon Drive and projected towards the intersection with Beaverbrook Avenue. This corner entrance is framed by a 1-storey angular canopy with a blue underside, establishes hierarchy along the pedestrian realm embracing the surrounding community. The use of a podium helps reduce the apparent height and massing of the building on the pedestrian environment.



Figure 7: Rendering view of podium from Horizon Drive



Figure 8 : Rendering view of podium from Beaverbrook Ave

Building entrances and transparent windows should be located to face the public right-of-ways to reinforce the public realm establish an active frontage and provide convenient pedestrian access (291). Along the Beaverbrook Avenue frontage the principal entrances are proposed for the commercial/offices uses, and along the Horizon Drive frontage the principal entrance of the residential lobby is proposed, both which activate these frontages with pedestrian movements at the principal entrances. There is a proposed layby driveway access for pick up and drop off area.

Overall, the proposed development would significantly contribute to establishing a streetwall and improved streetscape on both Horizon Drive and Beaverbrook Avenue, by removing surface parking, minimizing setbacks from the streets and increasing landscaping. Street frontages will offer pedestrian walkway connections and active commercial/building frontages with large windows increasing natural surveillance of the public realm. Loading and garbage facilities are proposed to be located to the rear of the site, so as not to detract from visual appeal of the site and pedestrian connectivity throughout the site.

As part of site plan, the applicant will be required to explore additional improvements for the building base, ground floor, and podium:

1. Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue. TLP 286, 289_1

2. Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape. TLP 289_1
3. Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front. TLP 276
4. Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping. TLP 278

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building – the point tower above the podium is stepped back to reduce the floor plate and reduce the shadow impact on surrounding lands. This tower provides a contemporary modern design that provides a change in materials from the base to create interest and distinction, and respect the adjacent plaza. The ‘middle’ of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall base.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing a slender tower without long axes that create an overwhelming building mass (293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 m² of GFA. The proposed component of the design is under 1,000 m² in size. This size helps reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.

Additionally, the proposed built form facilitates an appropriate form and scale of residential intensification on a lot of sufficient size to accommodate the proposed development and to help mitigate planning impacts on adjacent uses (TLP 878_5). Specifically, the proposed built form supports a positive pedestrian environment directly to Beaverbrook Avenue and the public transit stop located in front of the proposed development. The proposed development would add to the mix of housing types within the neighbourhood and is designed to be a good fit and compatible with the surrounding context (TLP 193_). The proposed development would be accessible from Beaverbrook Avenue and Horizon Drive, and located close to Beaverbrook Avenue to minimize the visual exposure of the existing parking areas to the street (TLP 269_). Also, there are 188 podium and underground parking spaces provided.

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3). The mechanical penthouse for the tower has been clad in a “insulated spandrel panel material”, along with metal panel which is used for screening. The top portion of the tower has been differentiated from the middle portion through the use of step backs and through the use of varying building materials, and articulation.

4.4 Other Form Considerations

Transition to Surrounding Neighbourhoods

Within Transit Villages, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhoods (810). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type (813_3). This property is located within the core of the Place Type and surrounding lands on every side are also within the Transit Village Place Type, offering the opportunity for existing uses and future redevelopment to step down to lower heights which provides transition to the more sensitive land uses like the medium density development to the northeast.

Connectivity

The building will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (814_3). The development is oriented towards Beaverbrook Avenue and Horizon Drive which will provide convenient access for residents. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (814_5). The site facilitates pedestrian movements through the existing internal walkways through the commercial plaza and the connections provided to the existing sidewalks surrounding the development.

Parking

Transit villages are intended to be intensive and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. The proposal has two levels of underground parking and three levels of structured parking located in the podium/internal of the building. Buildings should be sited to minimize the visual exposure of parking areas to the street (269). All parking associated with the new development has been internalized on the site. A total of 286 parking spaces is proposed to accommodate the subject site with 188 podium and underground spaces to support the mixed-use building and 98 surface to support the commercial and offices uses. The site is well-located to adjacent transit stops where there are existing transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips. The proposed number of vehicle parking spaces is reasonable given the active and public transit options and will contribute to achieving the overall intent of the Transit Village.

BDC1 Zone Considerations for Intensity

The BDC Zone is typically applied to corridors with a main street character. This Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts. In the BDC Zone variations, the height and density of each apartment building over the standard zone height and/or containing units outside existing structures, will be established through a zoning by-law amendment application and be indicated on Schedule A of the Zoning Bylaw. As per the Transit Village policies, an upper maximum height of 22 storeys may be permitted. As noted, a site specific policy is required to permit 25-storeys for the proposed mixed-use building in the Transit Village Place Type. This is being recommended and discussed below. Additionally, other special provisions are being recommended to ensure important features of the proposed mixed-use building are locked in with appropriate regulations.

4.4 Zoning - Density

In order to appropriately calculate the overall density of the site the existing and proposed commercial and office development must be included in the overall calculation. The Zoning By-law considers 100m² of commercial space the equivalent to 1 residential unit. Based on the GFA of 5,222 m² an additional 53 units shall be added to the 219 units proposed within the apartment building for a total of 272 units or density of 189 uph.

4.5 Transportation

Transportation staff did not have significant concerns with the proposed development. A Transportation Impact Study was conducted and the recommendations in the study will be taken into consideration through the site plan review process, notably, the proposal for a two-way left-turn lane along Beaverbrook Avenue.

4.6 Specific Area Policies

Policies for Specific Areas may be applied where the applicable place type policies

would not accurately reflect the intent of City Council with respect to a specific site or area (1729_). The adoption of policies for Specific Areas may be considered in limited circumstances where the following conditions apply:

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

- The proposed development generally conforms to the policies of The London Plan for overall use, intensity and form. The recommended regulations to enhance the built form will align the proposed development with the City Building policies, and the specific area policy will allow for greater intensity of the development through an increased height.

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

- The special policy will not adversely impact the underlying Transit Village Place Type. The Staff recommendation will only permit one mixed-use building at 25-stories in height with no additional permitted uses as a result. Any future request for additional height above and beyond the permissions of the Transit Village Place Type will be reviewed on a case-by-case basis.

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.

- It is possible that with the approval of this development, the surrounding lands on would also seek to redevelop their existing lands, but those lands would be subject to a review that is site-specific to that development proposal and reviewed on its own merits.

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

- The site contains an existing commercial plaza and surface parking. There are a variety of different development options that the subject site could achieve. It is the opinion of staff that the site is capable of supporting development that completely conforms to the policies of the place type and The London Plan overall. However, the desire and benefits for additional height are acknowledged and some additional height for this site is justified as per the staff recommendation.

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

- The proposed development can sufficiently accommodate additional height for the proposed mixed-use building while minimizing the risk to property damage and public safety.

4.7 Matters for Consideration by the Site Plan Approval Authority

On August 31, 2022 an application to amend the existing site plan was submitted to permit commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue. Additionally, a site plan consultation occurred March 2023 with a Record of Site Plan Consultation issued March 6, 2026 to include the 25-storey building. A formal application to include this 25-storey building will be submitted after the zoning is approved. The site plan incorporates many elements and the following are recommended matters for consideration by the Site Plan Approval Authority:

- i) Provide principal entrances of the commercial units to face Beaverbrook Avenue;
- ii) Providing principal entrances of the residential lobby to face Horizon Drive and a wrap-around canopy to address the corner at the intersection of Beaverbrook Avenue and Horizon Drive.
- iii) Consider an alternative paratransit lay-by location; Consider an alternative lay-by location;

- iv) Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue; Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape; Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front; Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping.
- v) Implement all Transportation Impact Assessment (TIA) recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.;
- vi) Consider inclusion of green roof elements;
- vii) Include 40-50% native species for landscaping;
- viii) That larger parking setbacks and larger landscape islands be considered to increase tree planting;
- ix) Include long and short-term bike parking as per submitted site plan;
- x) Incorporate a high degree of bird-friendly glazing and architectural detail in for the mixed-use building as these facades will be highly; and
- xi) Incorporate 5% EV charger spaces for required parking spaces.

Conclusion

The site is within a Transit Village Place Type of The London Plan, which is a place type that contemplates a well designed, high-density, mixed-use urban neighbourhood. The vision for this place type is for a complete community that allows for substantial commercial, office and residential uses which will support the current and future rapid transit system.

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to The London Plan policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Transit Village Place Type. The recommended amendments will facilitate a form of development and intensification that is appropriate for the site and surrounding area.

Prepared by: Alanna Riley, 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
Michael 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 735 Wonderland Road North

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 23, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 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 Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit one 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive, subject to the policies for contained in this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 735 Wonderland Road North in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for a 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive, with a maximum density of 189 units per hectare (uph). 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; The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and the recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

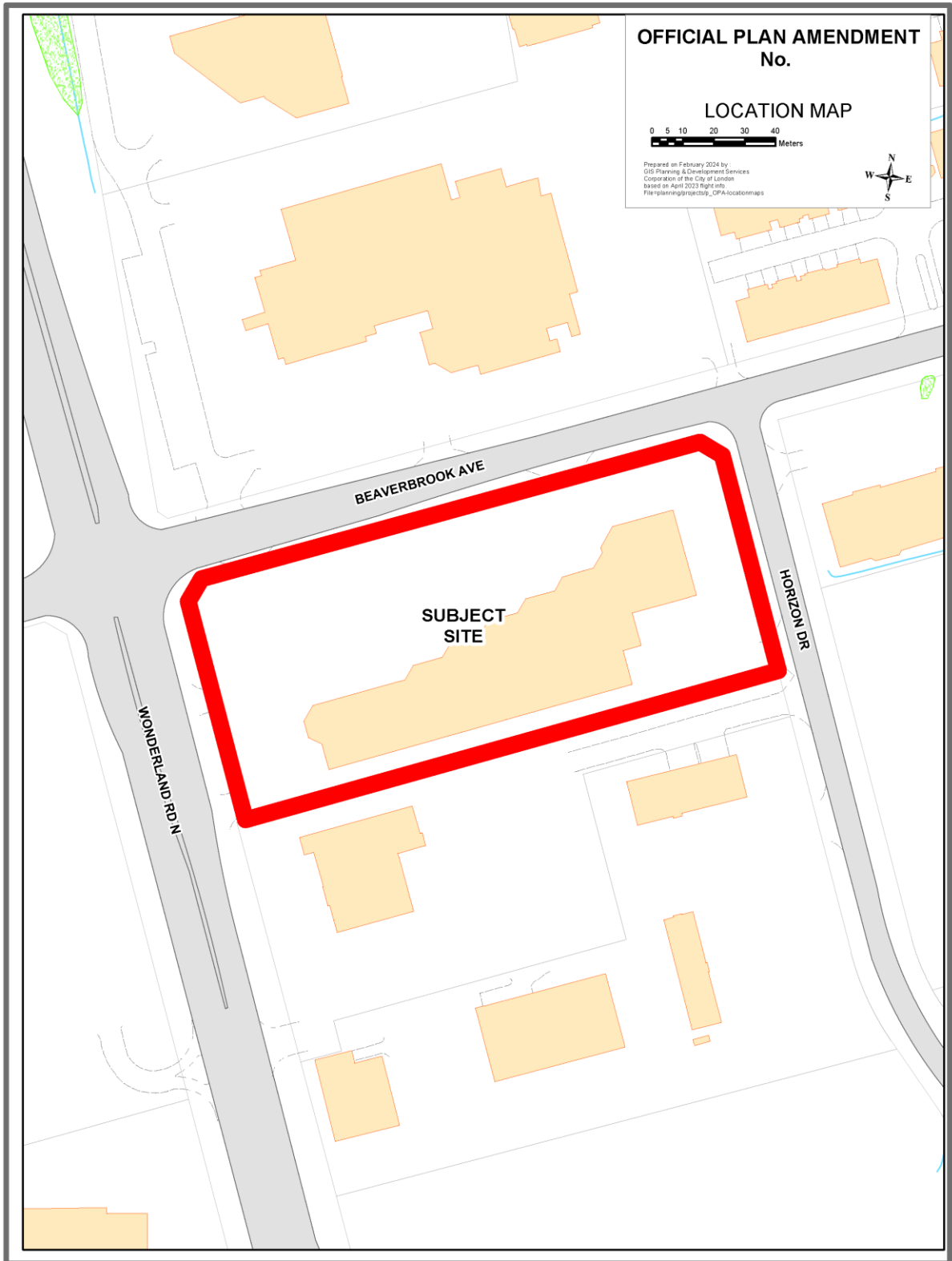
1. Specific Policies for the Transit Village Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

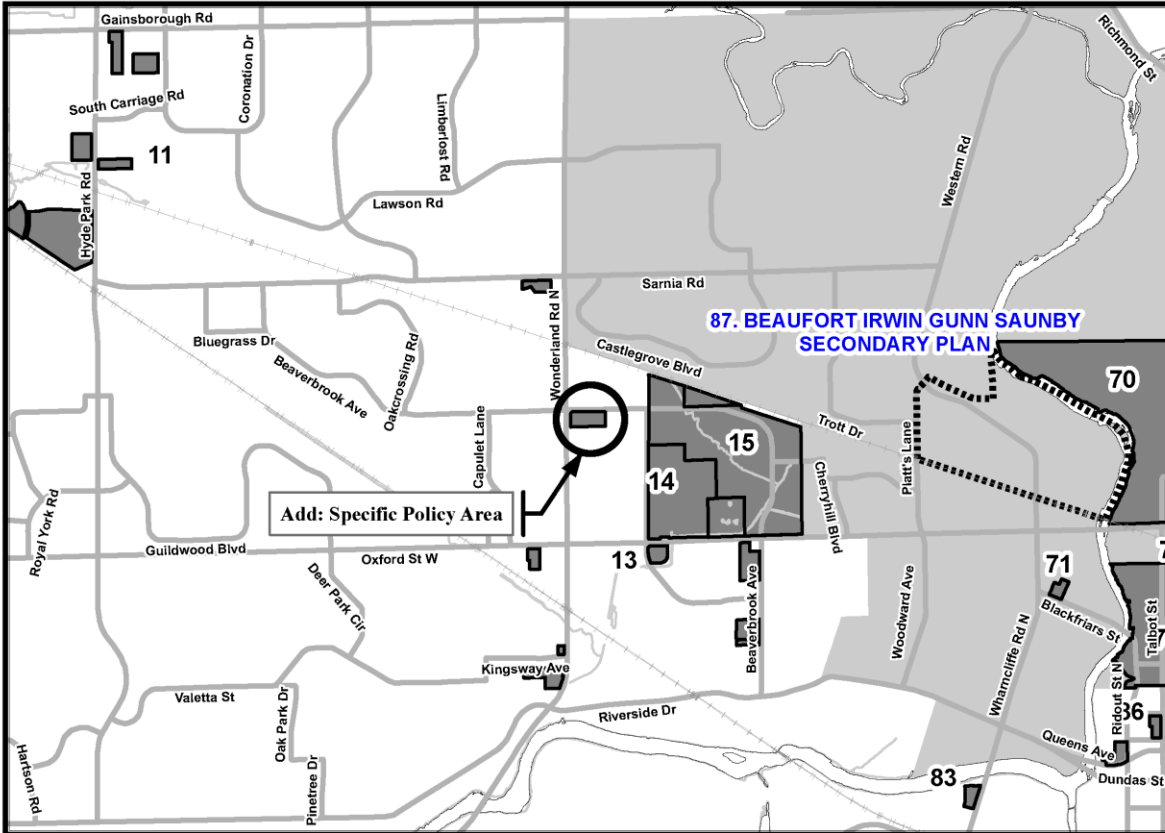
() 735 Wonderland Road North

In the Transit Village Place Type located at 735 Wonderland Road North, one 25-storey mixed-use building to be located on the east side of the property.

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 735 Wonderland Road North in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”





LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

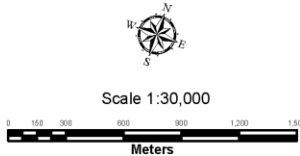
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9407
PLANNER: AR
TECHNICIAN: RC
DATE: 2/6/2024

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 735 Wonderland Road North

WHEREAS 735 Wonderland Rd North Inc. c/o Strike, Baldinelli, Moniz Ltd. has applied to rezone an area of land located at 735 Wonderland Road North, as shown of the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 735 Wonderland Road North, as shown on the attached map comprising part of Key Map No. A111, **FROM** an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone **TO** a Business District Commercial Special Provision (BDC1(_)) Zone.
2. Section Number 12.4 of the Residential BDC Zone is amended by adding the following Special Provisions:

BDC1 () 735 Wonderland Road North

a. Regulations

- i) Density (maximum): 189 units per hectare
- ii) Height (maximum): 25-storeys (86.0m)
- iii) Rear Yard Setback – Horizon Drive (maximum): 14.0m
- iv) Step-back above the podium from Horizon Drive (minimum): 4.0m
- v) Step-back above the podium from Beaverbrook Ave (minimum): 4.5m
- vi) Floor Plate for residential tower (minimum): 1,000m²

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.

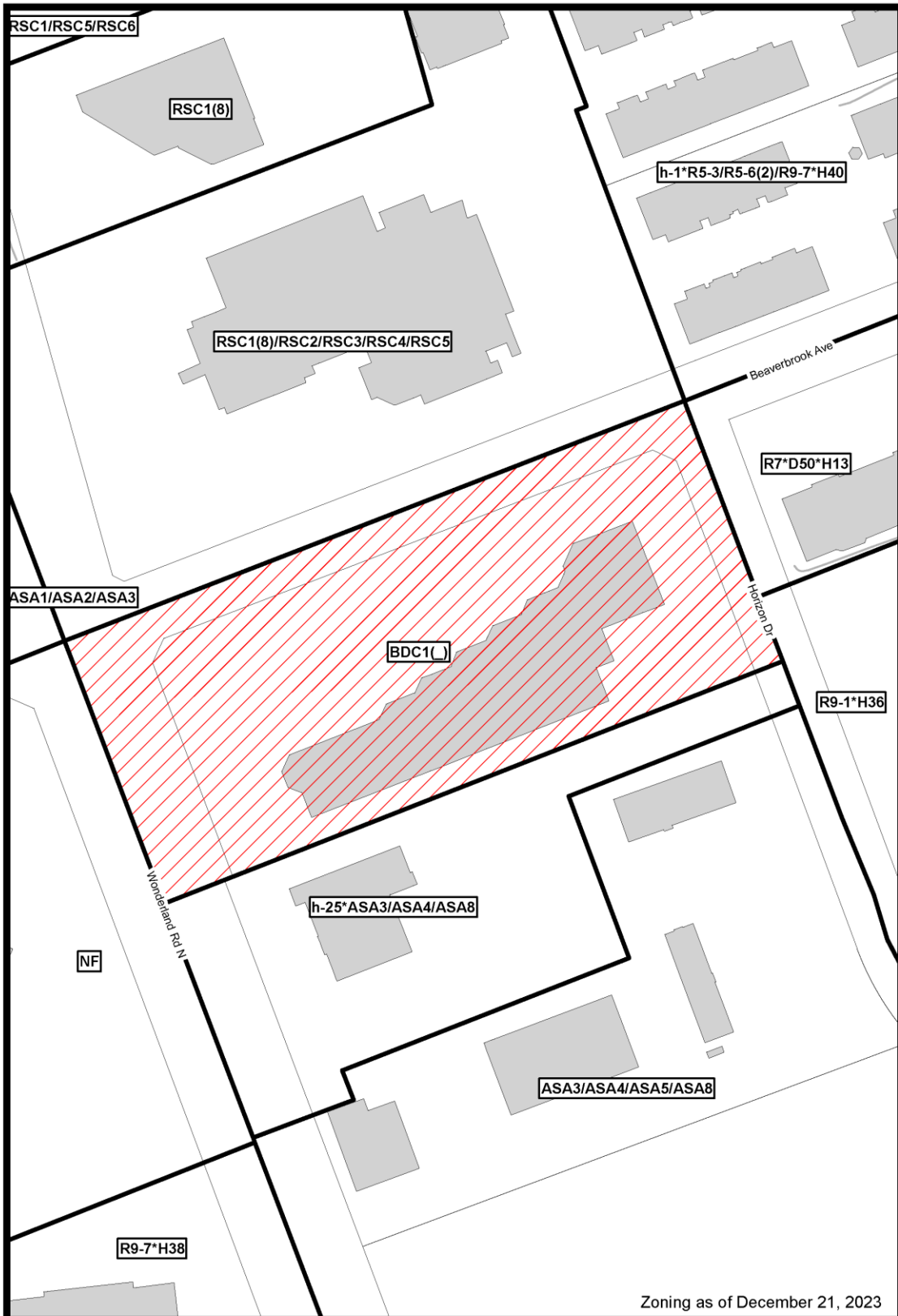
PASSED in Open Council on April 23, 2024

Josh Morgan
Mayor


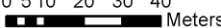

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 2024

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



Zoning as of December 21, 2023

<p>File Number: OZ-9704 Planner: AR Date Prepared: 2024/02/06 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40  Meters</p> <p></p>
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Geodatabase

Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial plaza
Frontage	(± 71 m frontage), onto Wonderland Road N, & (± 176 m frontage), onto Beaverbrook Ave and (± 78 m) onto Horizon Drive
Depth	N/A
Area	1.45 Hectares (3.6 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential and Commercial
East	Residential
South	Institutional and Commercial
West	Commercial

Proximity to Nearest Amenities

Major Intersection	Wonderland Road N and Beaverbrook Ave (0 metres)
Dedicated cycling infrastructure	Wonderland Road N, 0 metres
London Transit stop	Beaverbrook Ave, 0 metres
Public open space	Proudfoot Park, 100 metres
Commercial area/use	On site
Food store	20 metres (Angelo's Italian Bakery and Market)
Community/recreation amenity	Community Garden, 200 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village
Current Zoning	Associated Shopping Area Commercial(ASA1/ASA2/ASA3/ASA5/ASA6) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site Specific Policy in Transit Village Place Type
Requested Zoning	Business District Commercial Special Provision (BDC1()) Zone

Requested Special Provisions

Regulation (BDC1)	Required	Proposed
Maximum Density (units per hectare)	As per 25.3.3	189
Maximum Height (metres)	As per 25.3.3	86m – 25 storeys

C. Development Proposal Summary

Development Overview

The development proposal comprises of a 25-storey mixed-use high-rise containing 134m ² of commercial and 219 residential units, with a maximum density of 189 uph.
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Proposal Statistics

Land use	Mixed-Use
Form	High rise tower
Height	25 storeys
Residential units	219
Density	189 Units per hectare
Gross floor area (new commercial)	134m ²
Building coverage	32.5%
Landscape open space	20.5%
Functional amenity space	Rooftop and balconies
New use being added to the local community	No

Mobility

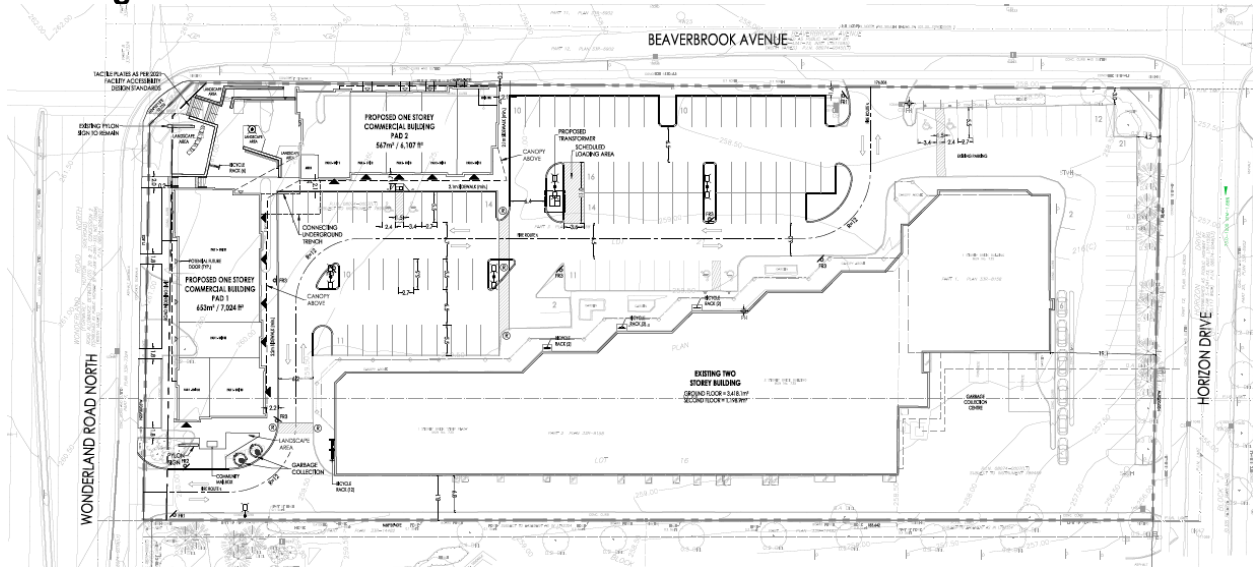
Parking spaces	139 spaces
Vehicle parking ratio	0.5 Spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	200 spaces
Secured bike parking ratio	0.9 spaces for each 100m ²
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

Tree removals	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

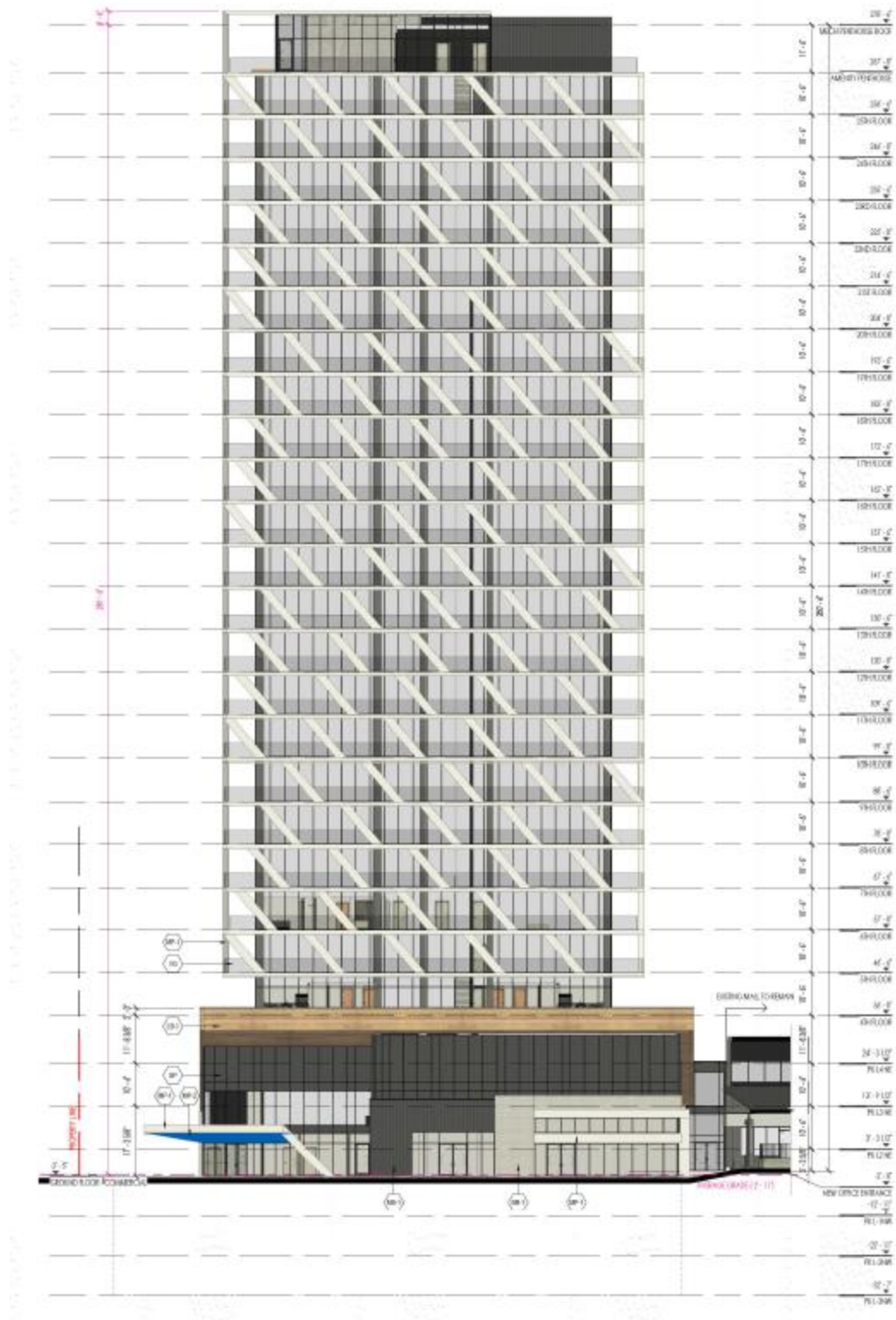
Appendix D – Additional Plans and Drawings

Existing Site Plan

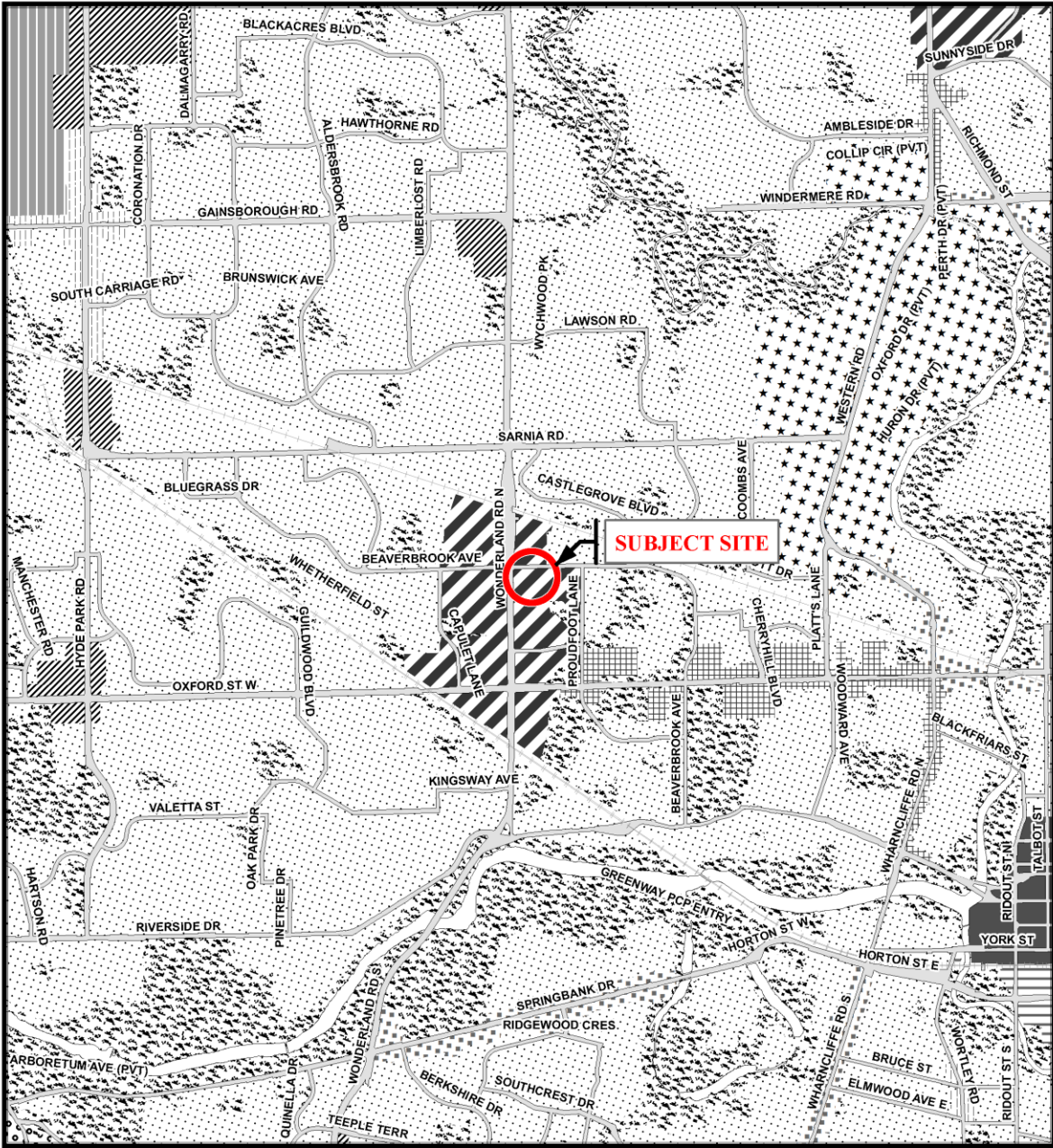


Proposed Site Plan

North Elevation



South Elevation



Legend

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

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

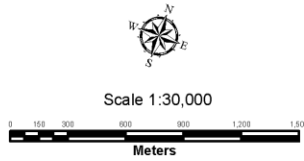
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



File Number: OZ-9704

Planner: AR

Technician: RC

Date: February 6, 2024

Project Location: E:\Planning\Projects\p_officialplan\work\consolid00\excerpts_LondonPlan\mxd\OZ-9704-Map1-PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9704

AR

MAP PREPARED:

2024/02/06

rc

1:2,500

0 12.525 50 75 100
Meters

Appendix E – Internal and Agency Comments

UTRCA

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

Urban Design

As per The London Plan (TLP), the subject site is located at the intersection of a Main Street, Urban Thoroughfare, a Neighbourhood Connector and a Neighbourhood Street within the Transit Village Place Type, which contemplates an upper maximum height of 22 storeys. **Urban Design is generally supportive of the proposed development.**

The following site and building design features are supported and should be carried forward through zoning:

- **Providing principal entrances of the commercial units to face Beaverbrook Avenue.** TLP 291
- **Providing principal entrances of the residential lobby to face Horizon Drive and a wrap-around canopy to address the corner at the intersection of Beaverbrook Avenue and Horizon Drive.** TLP 290, 291

Matters for Zoning

1. **Provide a minimum setback of 1.0m from Beaverbrook Avenue** to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 259, 286, 288
2. **Provide a ground floor height of 4.5m for the commercial uses and a minimum percentage of transparent glazing on the ground floor along Beaverbrook Avenue**
3. **Provide a minimum step-back above the 3-4 storey podium of 4.0m from Horizon Drive.** TLP 286, 292
4. **Provide a minimum step-back above the 3-4 storey podium of 4.5m from Beaverbrook Avenue.** TLP 286, 292
5. **Provide a minimum setback of 10m and 12m from the north and east property line** respectively for the tower portion above the podium level
6. **Design the tower portion as a slender tower with a maximum floor plate size of less than 1000 sq. m.** to reduce shadow impacts, obstruction of sky views and to mitigate potential negative impacts on neighbouring properties and the public realm. TLP 293

Matters for Site Plan

7. Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue. TLP 286, 289_1
8. Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape. TLP 289_1
9. Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front. TLP 276
10. Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping. TLP 278

Site Plan

Zoning:

1. Site Plan suggest that the applicant explores opportunities to utilize the R9 Zone with special provisions for ground floor commercial uses, to support the proposed higher density residential development.

Site Plan:

1. The proposed paratransit lay-by along Horizon Drive is located near the intersection of Gainsborough Avenue & Horizon Drive, which may not be supported by City of London Transportation staff. Consider an alternative paratransit lay-by location.
2. The proposed Bicycle Storage is located on the LL3 Parking level and the ground floor. Specify cyclist circulation through the subject site. Consider delineating a cyclist route to the lower-level bicycle storage. Alternatively, relocate all the bicycle storage to the ground floor. (The London Plan, 814.3)
 - a. In accordance with the Site Plan Control By-Law, located bicycle parking no less than 15 metres from an entrance that is easily accessible to bicycles.
3. The proposed garbage location is located on the LL1 Parking Plan. Specify how garbage will be transported from the garbage storage room to the waste pickup location.
 - a. Specify the waste pickup location.
 - b. Specify if waste pickup will be shared by both commercial and residential uses.
4. The proposed development is located in a Minimum Parking Standards Exemptions and Downtown Protected Major Transit Station Area. Consider reducing the proposed off-street parking spaces. Alternatively, incorporate electric vehicles charging spaces and carshare programs into the design of the proposed parking spaces. (The London Plan, 814.12 & 729).
5. Update to the Zoning Referral Table to reflect the number of off-street parking spaces outlined in the provided Site & Floor Plans.
 - a. Off-street parking spaces included in the off-street parking tally shall have a minimum dimension of 2.7m by 5.5m.
 - b. Do not include the small vehicle parking spots in the parking count.
 - c. Dimension the proposed tandem parking spots.
 - d. Clarify the location of visitor parking.
 - e. Dimension the hammerhead provided at the top and lowest level of the parking structure to ensure adequate turning room for vehicles.
6. Provide a Photometric Plan delineating existing and proposed light standards.

Ecology

- This is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of The London Plan or based on current aerial photo interpretation.

Engineering

Zoning Application Comments

Planning & Development

- The submitted TIA is accepted. The applicant shall implement all TIA recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.

- Engineering has no further comments and recommends approval for this zoning application.

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

Wastewater

- The municipal sanitary sewer available to this site is the 200mm diameter sanitary sewer with existing AC 150mm diameter PDC on Horizon Drive, City Plan no.8662 shows “as-constructed” information. The lands are zoned ‘ASA’ with multiple stores and under one ownership. The subject lands were previously part of SPA22-088 for two additional commercial buildings on the northwest corner as indicated on the site plan.
- The existing PDC will need to be field verified and certified by the applicants engineer which may require video inspection subject to the approval of the City’s Customer Relations Division, that the PDC is adequate in size, slope, and condition for the additional proposed flows.
- The applicants engineer is to provide a servicing brief with the maximum population and peak flows generated by the entirety of the site including detailed servicing drawings. Label Inspection manhole located entirely on private property but as close to the street line as possible or as otherwise approved by the City Engineer.

Water

- - Water is available to the subject site via 300 mm watermain on Wonderland Road N , 250 mm municipal watermain on Beaverbrook Ave and 200mm municipal watermain on Horizon Drive.
 - The servicing strategy for the site shall not create a regulated drinking water system.
 - The site is in the City’s low-level service area, which has a hydraulic grade line of 301.8m.
 - During the demolition of existing structure water service is to be decommissioned to City Standards (cut and capped at the main).

• ***Stormwater:***

- As per attached as-constructed 11515 & 9582, the site at C=0.65 is tributary to the existing 1200mm storm sewer on Horizon Drive. 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 high 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.

- 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, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The subject lands are located in the Mud Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Transportation

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

Parks Planning and Design

1. Major Issues

- *None.*

2. Matters for OPA/ZBA

- *None.*

3. Matters for Site Plan

- *Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.*

Landscape Architect

- No comments

Heritage

- This is to confirm that heritage has no concerns with this application.

London Hydro

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

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

Appendix F – Public Engagement

Community Engagement

Public liaison: On November 16, Notice of Planning Application was sent to 62 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 November 30, 2023. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 3.5 storey, stacked townhouse development with 20 units. Possible Official Plan Amendment to the *Southwest Area Secondary Plan* to redesignate the subject lands from Commercial to Medium Density Residential designation. Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR4) zone to a Residential R8 Special Provision (R8-4(_)) Zone. Special Provisions: Maximum density of 80 UPH, reduced front yard depth of 5m, reduced exterior side yard depth of 5m, reduced, reduced parking setback from right-of-way of 2m.

One public comment was received:

From: LOIS REINHARDT
Sent: Tuesday, March 5, 2024 4:18 AM
To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 25-story building application

Dear City Planner

I am writing to share my concerns regarding the proposed 25-story building application for the southeastern corner of Wonderland and Beaverbrook. I believe that such a tall structure does not align with the current community landscape, where buildings typically do not exceed 12 stories in height. Moreover, the potential increase in population from the building would lead to significant traffic congestion in an area already prone to gridlock, especially during rush hours. The existing infrastructure may not be equipped to handle the influx of residents, with no transit hub or village planned for the area.

Additionally, the current plan appears to lack a cohesive vision for the development of this piece of land. The combination of a 25-story apartment building, a one-story strip mall, and two stand-alone buildings could create a disjointed and uncoordinated urban landscape. Furthermore, the limited parking available for both the stores and visitors to the apartment building may exacerbate existing parking issues in the area. This, coupled with the high number of pedestrians in the vicinity, raises safety concerns, especially at the 4-way stop.

I strongly urge the city to reconsider the proposed 25-story building and explore alternative plans that better integrate with the existing community and address the concerns raised by residents. It is essential to ensure that any development in the area is sustainable, promotes safe pedestrian access, and enhances the overall quality of life for residents. Thank you for considering these comments as you review the application.

Sincerely,

Lois Reinhardt

From: Dorothy Ingram
Sent: Tuesday, March 5, 2024 1:40 PM
To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 735 Wonderland Road 25 storey high rise

As all residents of Cherry Ridge Condos at [REDACTED] can attest we are concerned about the proposed 25 storey apartment building to be built at the address above at the intersection of Beaverbrook Road and Horizon Drive. Our condo development has only one road for access, and even now is seriously gridlocked. The potential of hundreds of residents for such a building and the anticipated number of vehicles for their use can have a catastrophic effect on an already overtaxed area.

Making matters even worse, there is an exit from the Angelo's Bakery parking lot across the street from the north end of Horizon Drive bringing both vehicle and pedestrian traffic (already taxed) into play, both of which would increase if any structure of the size suggested were to even be considered.

The ambulance building on Horizon Drive would be similarly affected by such a project. Having had to call on this ambulance service ourselves we would hate to see their response times negatively affected by this proposed project. Time is of the essence in such a serious situation and consequences of much increased vehicular traffic bottlenecks would be huge.

We hope you take the above comments into consideration in assessing the entire matter of this proposal.

Gary and Dorothy Ingram

From: Walt Medwid
Sent: Monday, March 4, 2024 3:56 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 735 Wonderland Road N Planning Application Comments

Hi Alanna,

I live at [REDACTED] and offer the following comments regarding the planning application File OZ-9704 for a zoning amendment for the proposed 25-story development at 735 Wonderland Road N.

Although I recognize that there is a need for new affordable housing, I'm concerned that this particular application should not be singularly assessed on its merit but included with the proposed development at 323 Oxford Street West, 92 & 95 Proudfoot Lane (File: 39T-21505/Z-9416).

My concern is that the increase in traffic by extending Beaverbrook Ave. eastward and an increase in residential properties will overwhelm the existing roadway to Wonderland Rd. N.

Without a Transit Village in the area offering public transportation, all traffic will be vehicular with drivers looking to avoid the Oxford/Wonderland intersection.

I believe the proposed 25-story structure on this site is too stark for the surrounding area. The surrounding high-rises are generally 12 stories in height and are currently far enough away from existing residential structures offering an open non-confining environment. This structure belongs in a downtown or commercial area, like the proposed project at 530 Exford St. W – London Mall with its two 33-story buildings (File: OZ-9712).

This area has a high level of pedestrian traffic from the surrounding apartment buildings, the senior's retirement home Horizon Place, and the residential condominium complex

at Cherry Ridge. Adding a 25-story apartment building with limited ingress/egress will create a more dangerous situation for pedestrians, especially at the 4-way stop.

This apartment building would make it more difficult for emergency services (ambulance right behind the building and fire services on Oxford, west of Wonderland) to access the main roads when responding to emergencies.

In the right place, a 25-story building can be both attractive and efficient. However, this site is not suitable for this type of structure. Limiting the building to 12-story like others in the area may be a more suitable alternative.

Respectfully,

Walt Medwid

From: Debbie Breeze [REDACTED]
Sent: Tuesday, March 5, 2024 3:30 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 735 Wonderland Road North Planning Application

Dear City Planner,

I am writing to share my concerns regarding the proposed 25-story building application for the southeastern corner of Wonderland Road and Beaverbrook Avenue.

I am a resident/condo owner in this area, and have been for 20 years. I am a frequent pedestrian and driver in this area. I know the area well and have witnessed all the changes over that 20 year span.

The opening of Costco has made the area prone to gridlock. Drivers using Proudfoot/Beaverbrook from Oxford as a shortcut to Wonderland road has created even more gridlock. At rush hour I frequently have an issue trying to get in or out of my development. Speed bumps were installed on that Beaverbrook Ave. shortcut route to slow these drivers. A 4-way stop was installed at Beaverbrook and Horizon for ease of drivers but also for the safety of the many pedestrians (myself included). On weekends, between Costco customers, Horizon Place Seniors Residence visitors, Angelo's Deli, and all the eateries in the adjoining strip mall it truly is gridlock. Having the London Middlesex Ambulance service right there (off of Horizon) is certainly very concerning.

With the proposed 25-story building, the increase in population raises very valid concerns about

adding to the already heavy traffic congestion, safety of pedestrians and emergency services.

Lastly, aesthetically, a skyscraper in this low rise community would in my opinion be an eyesore.

Sincerely,

Deborah Carpenter

Sent: Tuesday, March 5, 2024 2:54 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Comments re 735 Wonderland Road North Planning Application

Dear Alanna Riley / Urban Planner at City of London, ON :

I am writing to express some concerns and objections regarding the proposed 25-story apartment building at the southeastern corner of Wonderland and Beaverbrook. Firstly, the height of the building seems out of place in our current community, where no other

buildings exceed 12 stories. Such a tall structure may not blend well with the existing landscape and could potentially alter the character of our neighborhood.

One major concern is the impact on traffic in our area. With the influx of residents from a 25-story tower, the already congested roads in Wonderland could face exponential increases in traffic, particularly during rush hours. The 4-way stop leading into Angelo's is already a bottleneck, and additional vehicles from the apartment building would only worsen the situation. Furthermore, the lack of adequate infrastructure, such as a transit hub or village, raises questions about the feasibility of supporting a larger population in this area.

Considering the footprint of the proposed building and the limited parking availability for both the stores in the complex and visitors to the apartment building, there are valid concerns about the practicality of the current plan. The safety of pedestrians, including residents from surrounding apartment buildings and senior living facilities, is also a crucial issue, particularly at the busy 4-way stop. Moreover, the potential hindrance to emergency services' access to main roads could pose risks during critical situations. Note there is a Middlesex London Paramedic Service building off of Horizon Drive (behind Swiss Chalet), and ambulances from there are a frequent sight in the vicinity.

In light of these concerns, I urge you to reconsider the proposed 25-story apartment building and explore alternative options that better align with the existing community's infrastructure and needs. A more cohesive plan for the area, possibly with a lower building height and improved access and egress points, would not only address the current objections but also ensure a more sustainable and harmonious development for our neighborhood. Thank you for your attention to these important matters.

Respectfully,

Richard Breeze

From: Des G

Sent: Monday, March 4, 2024 4:58 PM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>; B Elliott [REDACTED]; Mary Singeris [REDACTED]

Subject: [EXTERNAL] Concerns - Notice of Planning Application - 735 Wonderland Rd High Rise

Good Afternoon Ms. Riley,

I live in the [REDACTED] condo complex which is directly across the street from the 735 Wonderland Rd High Rise proposed development, which I was informed of via mail. This is in reference to the Notice of Planning Application - proposed development of a 25 storey high rise where Swiss Chalet is located at the corner of Beaverbrook and Horizon.

I have many concerns about this proposed development:

- The City of London is looking into this new high rise in our location with the false promise of "providing a higher density of people living, working and shopping in close proximity to high quality transit service". I have seen no improvement plans to improve transit infrastructure in the Oxford & Wonderland Rd vicinity and as a result, adding more high rises in our area will further impede heavy traffic, causing more accidents involving motor vehicles and pedestrians, to name a few.
- Beaverbrook Ave beside the 735 Wonderland Rd location is already dangerous for road traffic in regards to pedestrians and I do not feel safe going for walks on Beaverbrook currently with the heavy traffic.
- The proposed 25 storey high rise to be built within our low rise neighbourhood does not make sense ... we are already densely populated in the Wonderland

and Oxford area with fifteen 12 storey high rises with more being planned to be built in the Cherryhill development east of us - along Oxford Street from Cherryhill to Proudfoot.

- Once Beaverbrook is opened up to support the Cherryhill development (through Oxford and Westfield), cut-through traffic will increase exponentially (only 1 lane each way). A broader traffic study is required considering all developments including Cherryhill and Jiffy Lube property and Beaverbrook.
- The only exit out of our [REDACTED] complex is onto Beaverbrook Ave, and have no other options to avoid the gridlock and limited access to having emergency vehicles enter our complex. The proposed 735 Wonderland Rd entrance on Horizon Drive will significantly impact road access for the next door Ambulance Station which will delay the dispatch of vehicles.
- Again, due to the fact that this neighbourhood is already densely populated with high rises, our [REDACTED] low rise complex, and the seniors home across the street, there is already heavy pedestrian traffic which imposes a clear danger with the current level of motor vehicle traffic in our area, especially with Beaverbrook Ave and Horizon Rd intersection. Additional traffic from all the new developments will make it extremely dangerous. A comprehensive traffic study needs to be completed before any building is approved.

Thank you in advance and hopefully my concerns are passed on to the City of London and the developers.

Kind Regards,

-Despena Gougoulis

From: JERRY SUNDERCOCK
Sent: Monday, March 4, 2024 8:06 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Concerns regarding 735 Wonderland Road N Planning Application

Ms. Alanna Riley,
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London, ON
PO Box 5035
N6A 4L9

Dear Ms. Riley:

While we, the Directors of Middlesex Condominium Corporation #416, fully support the City of London Plan's goals of higher density housing and infill development to prevent urban sprawl, we believe the proposed 25-story building in our residential/service neighbourhood is not the answer to London's housing crisis. This project does not align with the community's character, would create significant challenges for our community, and create significant issues if approved. Additionally, the development raises concerns about its impact on our community, existing infrastructure, and resident well-being. The proposed 25-story building stands in stark contrast to the existing and unique character of our neighbourhood. Unlike the surrounding area, which features single-story condominium buildings like ours, the Horizon Retirement Home, Angelo's, the ambulance center, the Damian Warner Fitness Centre, and a handful of mid-rise apartment buildings, reaching a maximum of 12 stories, this towering structure would be entirely out of place. It would drastically alter the established visual landscape, introducing a visually jarring element that would clash with the existing architectural style. Its scale is more suited to a city center project.

The proposed development, coupled with several other planned projects in the vicinity, raises serious concerns about traffic congestion. Plans to connect Beaverbrook Ave. to

the Cherryhill Mall area and the southern portion of Beaverbrook Ave. south of Oxford St. can be reasonably expected to turn our street into a shortcut for drivers seeking to bypass Oxford St. on their way west towards Wonderland Rd. and beyond. This, coupled with the influx of residents from the proposed high-rise, would significantly worsen the existing traffic situation on Beaverbrook Ave., further burdening a road already struggling to handle current traffic volumes.

Therefore, the current traffic plan seems to be incomplete, neglecting to account for the cumulative impact of these developments on major roads like Beaverbrook Ave., Oxford St., and Wonderland Rd. Existing traffic calming measures at the Beaverbrook Ave./Horizon Dr. intersection already struggle during peak hours, with long queues. The influx of residents and visitors from this high-rise building, combined with the lack of a nearby transit hub, will likely exacerbate these issues, leading to increased car use by the tenants and contributing to existing traffic jams and air pollution on surrounding roads,

Traffic congestion on Wonderland Road is already a major concern, with gridlock that stretches from Sarnia Road to Oxford Street, typically occurring during peak hours. This situation already significantly hinders emergency services' ability to respond to critical situations. Ingress and egress from our four (93-unit) condominium complex with its single driveway will be compromised by the increased traffic. Many of our owners are senior citizens who need occasional emergency vehicle access.

As stated, the area of our community has a significant population of senior residents, many residing in apartments on Proudfoot Lane, Horizon Retirement Residence, and our own complex. These individuals rely heavily on walking for daily activities.

Unfortunately, crossing streets is already challenging for some, especially those using walkers. The proposed development, with its potential increase in traffic volume, has the potential to exacerbate this existing concern and further hinder the safe and independent mobility of our senior residents.

Given the cancellation of additional lanes for Wonderland Road, there seems to be no immediate solution for traffic relief. This development therefore poses a serious public safety risk, potentially leading to delayed emergency response times and increased possibility of fatalities.

Beyond traffic concerns, the proposed development's footprint raises questions about its ability to adequately accommodate the planned number of units. This potentially leads to several issues: overcrowding, insufficient parking for nearby businesses like those in the Wonderland Corners Business Centre. The footprint appears insufficient to accommodate both the planned building and the necessary parking for residents, guests, and existing businesses. This raises concerns about potential parking shortages. It can be reasonably expected that the overflow of vehicles seeking parking could easily spill over onto surrounding streets, potentially impacting the Horizon Retirement Residence, Angelos restaurant, and our own complex.

This proposal, along with the others in the immediate area would also increase strain on existing infrastructure and amenities. These factors would create a significant burden on London taxpayers, as the totality of the multiple developments as now construed, will require additional resources and upgrades to address the strain. The lack of a comprehensive area plan addressing these concerns further magnifies the potential problems.

In the spirit of finding a solution that best serves our community, we propose the consideration of constructing two or more smaller buildings along Wonderland Rd. For example, considering a smaller building scale, similar to that of the York apartment building at the intersection of Springbank Dr. and Wonderland Rd., could be a more suitable and equitable solution for all. This approach would achieve increased density while maintaining a scale and character more compatible with the existing neighbourhood. Additionally, by distributing the development across smaller buildings, the potential negative impacts on traffic and infrastructure would likely be mitigated compared to a single, massive structure. We recommend exploring alternative development options that better integrate with the existing character of the community and would be more appropriate while maintaining a more harmonious presence within the neighbourhood.

Yours sincerely,

Middlesex CC #416 Board of Directors on behalf of 22 owners.

Dr. John Barnett,

Mr. Reale DeCicco,
Mr. Jerry Sundercock,

From: Mary Singeris
Sent: Monday, March 4, 2024 4:22 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] FILE 02-9704 735 WONDERLAND RD. N.

To: CITY PLANNER, ALANNA RILEY
CC: CITY COUNCIL MEMBER, SAM TROSOW

Good Afternoon,

Re: FILE # 02-9704
735 WONDERLAND RD. N.
C/O STRIK, BALDINELLI, MONIZ LTD

I am a condo owner at [REDACTED] and also on the Board of MCC439. After reading the information sent re the above, I am greatly concerned and distressed over the impact this type of building will have on the neighbourhood and northwest London, Oxford and Wonderland Roads.

1. This type of development, 25 storey building, is not appropriate to the neighbourhood for several reasons. This is a low rise area with housing for seniors and newcomers which does not indicate good planning. The space to build this is very limited and will add to the congestion of the area already considering pedestrians, cars, school buses. Why is a 25 story building necessary when it would be taller than any of the other surrounding ones? What is wrong with a 10 storey building moved further into the plaza?
 -
2. The traffic in this area is horrendous which is a danger for pedestrians crossing especially at Beaverbrook and Horizon. *Has the city had a transportation engineer analyze this or is the city relying on the information from the architect, Paradigm Transportation Solutions?* Once Beaverbrook is opened up through Oxford Street and Westfield, cut-through traffic will increase at a fast speed and most significantly with many negative repercussions. This is a 2 lane street with people, who are not residents of the area parking on the street to get to the gardens across from Costco.
 -
3. What is meant by a mixed use of building? Presently, the Y Education Centre is housed there which assists newcomers integrate into Canadian life. This a project funded by Immigration Canada. This would displace over 100 people plus the childcare Centre and reflects a poor partnership with the federal government. What are the priorities of City Hall regards to urban planning? Homeless will definitely be able to pay such rent nor will immigrants be able to afford this. If you look around at the apartment buildings in the area, there are several FOR RENT signs which to me would indicate that there are enough apartments in this area already! Shame on the developer and the city for disrupting and disrespecting the challenges of an elderly population and vulnerable immigrants who try to survive.
 -
4. Our complex is at [REDACTED] and has only one way in and one way out. How do you expect emergency vehicles to get into this complex in time to respond? Last year we had a gas leakage and it was difficult enough to get the responders here quickly because of the traffic on Beaverbrook at that time. Having the the high rise entrance on to the Ambulance Station and across from the driveway of Horizon Place, a seniors building, will delay the dispatch of vehicles.
 -

5. Why would this be labelled a transit village other than the city is looking to house university and college students which are in transit anyways? There are enough buses that can get them to these places within a short walk to the bus stop. Further, there are children from the many surrounding apartment buildings who are bused to schools during the busy morning hours and return home times to cause much congestion and danger. I have seen cars zoom by at a great speed as they are cutting through to get to Oxford or Wonderland.
 -
6. Where is the urban planning in all of this? I was born, raised and educated in this city and my family has always been involved in businesses and we have always felt that decisions from City Hall were determined cooperatively and collaboratively with the taxpayers. I know that life has changed but good team work brings great results!!
 -
7. Surrounding the proposed building is Horizon Place, a seniors' complex, Westview Funeral Home, 1241 Beaverbrook Complex of 93 homes, Emergency Ambulance services, an Immigration Program, a veterinary service, plus other businesses. Have they been informed about this and given a chance to express their views? Last week a funeral procession from Westview was coming out on Horizon because they couldn't get out on to Wonderland because of traffic. Cars respectfully stopped to allow them the access. Seniors were trying to cross Wonderland after a morning program at the church on the corner and traffic had to stop to let them cross under the supervision of one kind gentleman. According to the plans, the driveway from the proposed building is directly across the street from the Horizon, the seniors' place. The entranceway to the medical building and pharmacy at 1261 and to Angelo's leaves hardly any room for two vehicles to turn into or out of successfully.
 -
8. It is noticed that York Development has FOR LEASE signs for this plaza that state that they will build to accommodate. What does that exactly mean?
 -
 - I urge City Hall to re-examine the proposed plan and make revisions considering all of the above as what is proposed is both dangerous and disrespectful.
 -
 - Thank you considering and addressing my concerns as a Board member of MCC439 who tries to provide leadership to the owners in our phase/complex and also as a home owner myself with my husband who moved here 10 years ago and are disappointed in the manner in which disruptions and disrespect are in the forefront. I trust that these issues will be addressed appropriately for all.
 -
 - Yours truly,
 - Mary Singeris

From: B Elliott <
 Sent: Monday, March 4, 2024 3:08 PM
 To: Riley, Alanna <ariley@London.ca>
 Cc: Trosow, Sam <strosow@london.ca>
 Subject: [EXTERNAL] File OZ-9704 735 Wonderland Rd N High Rise

Hello Alanna,

I am writing in reference to the application and zoning amendment request for the 25 storey high rise proposed for the corner of Beaverbrook Ave and Horizon Drive.

I have been a homeowner at the condominium complex at [REDACTED] for 24 years and am currently on the Board of Directors as well. Our complex consists of 91 homes, across the street just east of the requested location of the high rise.

This area of Beaverbrook east of Wonderland is a low rise neighbourhood. There is not a building over 3 storeys on the street. It's hard to image how it could be good planning to set a monstrous 25 storey building right in the middle of all the low rises.

The shadow study shows that this building will block sunshine as far back as the 3rd phase of our complex. There are many seniors living here that enjoy the southern exposure, it's vital for good mental health. Eliminating this will affect the quality of life for us all.

The plans show the entrance and driveway facing Horizon Drive. This is directly across from Horizon Place seniors home's entrance and right beside Middlesex-London EMS Station 16 and the exit to Westview Funeral Chapel where funeral processions leave. This will cause congestion and delays for EMS, much interruption for funeral processions and danger for seniors on foot. Already Horizon is extremely busy with traffic coming and going to Costco as well as cut-through traffic avoiding Wonderland and Oxford. Having an entrance for the high rise on this 2 lane street allows nowhere for emergency vehicles to go around.

We at [REDACTED] have just one exit out of our complex. Getting out on to Beaverbrook is already extremely challenging most times of the day. Adding traffic from the high rise, plus the hundreds of homes going in from Cherryhill to Proudfoot, plus the additional cut-through traffic once Beaverbrook is extended south of Oxford will be treacherous. Beaverbrook is a 2 lane street! The traffic study in this application is not complete and very skewed in the developer's favour. It does not consider the additional traffic mentioned above, travelling in all directions.

The application states the City of London is considering this new high rise in this location because it has determined this area to be a Transit Village "providing a higher density of people living, working and shopping in close proximity to high quality transit service".

The problem with this plan is that there is no high quality transit service in the west end of the city, nor is there any planned for the near future. Infrastructure improvements for Wonderland have been cancelled. Oxford and Wonderland are gridlocked most of the time forcing cut-through traffic down Beaverbrook. Crossing the street on foot is very dangerous on Beaverbrook. This is the state today, without the massive development coming along. Without adequate infrastructure improvement this model is not sustainable.

Also a concern is this application only specifies one piece of the strip mall. Our fear is that if this monstrous tower is approved a second one will go right beside it. The infrastructure in this area cannot support the growth. It is not sufficient to say we'll wait and see. We already know it will be unliveable for home owners and businesses.

I would like to see the following completed before even considering a new development at this location:

- A broader comprehensive traffic study taking into consideration all the development being done in this area, from Cherryhill to Proudfoot, proposed high rise on Jiffy Lube property, cut-through traffic from Westfield and Beaverbrook south of Oxford, and this proposed high rise. Foot traffic also needs to be considered for crossings. I have already been nudged twice by vehicles at the Beaverbrook and Horizon 4-way stop when I was walking and half way across the road!
- A full plan for the entire strip mall at 735 Wonderland Rd N, not just phase one of the development.
- Despite the pressure for the city to intensify, any development has to be appropriate to the area and a 25 storey tower is not appropriate for this area where no buildings are higher than 3 stories.

The initial plans for the Cherryhill to Proudfoot development show high rises in the Cherryhill area graduated to low rises near Beaverbrook, mixing in with the existing structure in the area. Additional high rises built out on the west side in the area should be built along with the 15 other high rises, not plopped in the middle of one storey residential homes and a seniors home.

- The London Plan does not support a 25 storey high rise in a Transit Village and should not be amended for this application. If the zoning is to be changed to support a multi-unit dwelling in that commercial site it needs to be cut way down to a height appropriate to the neighbourhood - 3 to 5 storeys maximum.

When I moved in 24 years ago Beaverbrook was planned as a neighbourhood within walking distance to shopping and restaurants and green spaces and that was the appeal for me. Taking away the commercial businesses and blocking us in on either side causing major congestion, makes me reconsider my reasons for staying. Thank you for reading my many concerns about this application and amendment request. If you need any clarification on any of the many issues please call or email me.

Barbara Elliott

From: JERRY SUNDERCOCK Sent: Sunday, March 3, 2024 7:43 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Letter of Concern re: 735 Wonderland Rd North

Ms. Alanna Riley,
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London, ON
PO Box 5035
N6A 4L9

Dear Ms. Riley:

I am writing to express our opposition to the proposed development of a 25-story building in our residential/service neighbourhood. I totally understand and support higher density housing as well as infill of currently empty plots of land to prevent urban spread as outlined in the City of London Plan. In my mind, this project will not support or provide the type of accommodation required to help with the housing crisis in London. This project does not fit into the community landscape and will cause some significant issues if it is allowed to go ahead.

Firstly, the proposed building is completely incongruous with the current neighbourhood. There is no other apartment blocks above 12 stories in the whole neighbourhood from Capulet Lane, east to Cherryhill. Buildings other than apartment buildings are one story, like ours -- these include Horizon Retirement Home, Angelos, the London-Middlesex Ambulance Center and fitness center. An apartment building twice the size of the current structures will be totally out of place and will create major problems for our area. This size of building is definitely more appropriate for a city centre type project.

As well, this development will contribute to an already overwhelming traffic situation on Wonderland Road which will also cause delays to emergency services response. Wonderland Road has gridlock now during rush hours -- traffic is stopped and completely fills lanes all the way from Sarnia Road to Oxford; during this time fire trucks or ambulance cannot get to Sarnia Road if there is emergency, My guess is that this will eventually lead to a fatality because of a fire or an inability for an ambulance to attend an emergency. Since extra lanes for Wonderland have been cancelled by council, there is no road relief coming in the near future.

In addition to the previous traffic concerns, our Beaverbrook Avenue is going to be connected to the Cherryhill Mall area and the other Beaverbrook Avenue south of Oxford. This development will feed traffic directly to our Beaverbrook Avenue as an easy way to avoid Oxford Street to travel west to arrive at Wonderland or even further, to Sarnia Road through the subdivision. Adding a 25-story apartment building to this traffic will only make a bad situation worse.

There is a paragraph in the application that references the Transat Village Plan. An Oxford Street West transit hub is not supported in the Transat Plan. There is nothing in the plan to create more incentives or opportunities for residents west of Wharncliffe to access rapid public transit rather than use cars.

It is already difficult to exit from our community with only have one exit for our community at [REDACTED] that includes 4 condominium complexes (91 units). During rush hour, the traffic is backed up from the 4-way stop at Angelos all the around the bend to Proudfoot. Adding more traffic from such a large apartment building is going to add to this problem.

We have a lot of walkers in our area and most of them are seniors, living in apartments on Proudfoot, in the Horizon Retirement Residence or in our complex. The increase in traffic will make it more difficult (and it already is an issue) to cope with crossing the streets, in some cases, with a walker.

The plot of land identified in this project is not large enough to support all the future approved buildings and the parking required. Two buildings are approved for the southeast corner of Wonderland and Beaverbrook on current designated parking space. The west end of the current mall on this corner will be left as is and the current Swiss Chalet and offices (2 stories) will be demolished to create the 25-story tower.

Parking spots around Swiss Chalet (and the trees) will be lost to make room for the tower. There will not be sufficient parking spaces for all the retail stores on this corner plus additional parking required for residents and guests of the tower. Those wishing parking will spill over to the streets, Horizon Retirement Residence, Angelos and our complex. Essentially, this parcel of land is not big enough to support all the buildings and all the parking required.

The construction of a 25-story building in this location is not a good fit for this area of the city. I suggest a smaller building similar to the York apartment building built on the corner of Sprngbank and Wonderland. I also suggest that apartments could be placed above the stores in the two buildings on the southeast corner of Wonderland and Beaverbrook. Please consider other options that would fit better into our community.

Sincerely,
Jerry Sundercock and Pamela Power

From: Kim Unterspann
Sent: Monday, March 4, 2024 9:31 PM
To: Riley, Alanna <ariley@London.ca>
Cc: strowsow@london.ca
Subject: [EXTERNAL] Proposed development at Wonderland and Beaverbrook

Dear City Planners,

I am writing to share my concerns regarding the proposed 25 storey apartment tower to be built on the southeast corner of Wonderland and Beaverbrook. Existing homes and condominiums in the area are one or two stories tall. Apartment buildings in the area are less than half the height of the planned development. The parcel of land that is supposed to hold this building and all the retail structures is far too small to accommodate their plans and still provide parking for all these businesses and tenants. The roads surrounding the area do not offer street parking and need to be available for city bus and school bus access. There is also an emergency services building beside

this area that may be hindered by all the extra traffic that a 25 storey building plus more retail stores would bring. I'm also concerned that more retail stores, with very few parking spaces, would equal vacant stores in a short period of time.

Pedestrian traffic is already changing in the area by our condominiums. Trying to cross the road with an elderly friend or relative, especially those needing a walker, is stressful. Walking with young children or a dog in the neighbourhood is already a challenge with the existing businesses and apartment traffic. And, with only one entrance in and out of our complex, there are times when the traffic is already so heavy that one can't imagine adding more residential and commercial traffic to the area.

As a 20 plus year resident of the area, I would urge you to consider carefully whether the proposed development would benefit or harm the community. Safe access to existing homes, apartments, and our seniors residence is essential. Traffic on Wonderland Road is already at capacity most of the day. Beaverbrook, Horizon and the other side roads were not planned for the kind of traffic congestion that a development project of this size and scope would cause.

Thank you for your consideration in this matter. I trust that you will ensure that our neighbourhood remains safe and accessible for all concerned.

Yours sincerely,
Kim Unterspann
and
Gudrun and Gerhard Unterspann

From:

Sent: Monday, March 11, 2024 8:41 PM

To:

Cc: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] Wonderland & Beaverbrook & Horizon Redevelopment

Re: please accept these comments regarding the redevelopment of the lands bound by Beaverbrook, Horizon and Wonderland Road.

The 25 storey highrise on the corner of Horizon and Beaverbrook has no setbacks. The developer argues that it has no setbacks, and therefore no green space, because it currently has no green space or setbacks. This lowers the bar to zero. All residential buildings need open space for their residents. This building introduces a new precedence in the area, as all other existing highrises have 'grounds' for their residents. Most importantly, having no setbacks means; that building cannot control or absorb its own runoff. Instead, all runoff will be washed away through public infrastructure applying greater stress on that infrastructure financed by public funds, and increases flooding downstream along the Thames River.

Setbacks play a role in water absorption, reducing overflow into public stormwater systems, reduces the risk of flooding downstream and replenishing groundwater. No setbacks also prohibits complying with the Urban Forestry Strategy because there is no open ground to plant trees. It will not contribute to the reforestation of the city and increasing the tree canopy. No setbacks prohibits complying with new policy requiring new development plant 50% native species. If there are no setbacks, there is no place to plant anything.

No setbacks also offends policy requiring Low Impact Development (LID) techniques be used to offset the need for expensive stormwater systems. Low Impact Development is all about open ground to diffuse runoff and the risk of flooding.

No setbacks is an indication that a building is over intensified because it cannot 'service itself' - it is not self contained and dependent of public infrastructure to function wholly. And residents need open space where they live, otherwise they need to walk/travel to find it, and not everyone has that ability such mothers with children or the elderly.

Setbacks are a legal requirement and yet this city persistently ignores the value and necessarily of setbacks.

Sincerely,
AnnaMaria Valastro

From: Tree Tops
Date: Tue, Mar 5, 2024 at 12:21 PM
Subject: Proposed high rise for 735 Wonderland Rd.N.
To: <strosow@london.ca>

Dear Sir,

I received a Notice of Planning Application and Public Meeting for the proposed changes to the site at 735 Wonderland Rd N.

My first issue with this proposal is in the renderings representing the proposal. The pictures of the proposed building are quite simply, ugly! A 25 storey building is totally out of keeping with this neighbourhood. I live at [REDACTED] which is 12 storeys high. Everything else around has a much lower footprint. The ambulance depot is next door to this proposed structure and going along Farah there are low-rise commercial structures such as Costco and the plaza that houses the LCBO, Sobey's, etc. Across Beaverbrook Ave. the buildings are also low-rise as well. There is Angelo's, the fitness club and a lovely area of condos at Cherry Ridge. This building would be an eyesore in this neighbourhood.

Apart from the aesthetics of the building, the traffic in this area is already awful.

Wonderland is bumper to bumper as is Oxford and the traffic on Proudfoot is heavy as well. Construction will start before long, I assume on the new development to be built in the fields on the corner of Proudfoot and Beaverbrook which will develop that whole area right to Cherryhill., increasing the traffic and population density of this neighbourhood as well. A 25 storey building is simply too much!

Regards,

Mary Boisvert

From: Nicole B.

Sent: Sunday, March 10, 2024 8:55 PM

To: Riley, Alanna <ariley@London.ca>

Cc: strosow@london.ca

Subject: [EXTERNAL] Proposed 25 storey building on Beaverbrook

Dear Ms. Riley,

I am writing to express my concerns about the proposed 25 storey building on Beaverbrook Ave. I live at [REDACTED] and I am very concerned about the impact this would have on my neighbourhood.

This is a terrible idea as this area is already congested. The roads are constantly jammed and there is limited room to expand to allow vehicles and pedestrians to travel safely. The area is already densely populated and there are often issues with traffic due to Costco and the surrounding businesses. I can't imagine the impact of adding a 25 storey building.

Please reconsider this proposal.

Nicole Cammalleri

From: PHIL WALLER

Sent: Thursday, February 29, 2024 2:53 PM

To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] re: Tower on Horizon

A powerful soulless cooperation [York] will negatively impact the lives of thousands of people for decades. The city planners thought of widening Wonderland a few years ago since it often turns into a parking lot but the idea was dropped. Problems are only going to get worse with the Horizon tower and another tower planned for Sherwood Mall. A few economically powerful individuals will reduce the quality of life for thousands of people who live around the Beaverbrook area.

Phil Waller [Cherry Ridge resident]

From: John Barnett
Sent: Thursday, February 29, 2024 4:56 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Statement about Proposal for 25-story Apartment building on Beaverbrook Ave

Ms. Alanna Riley,
Planning Dept.
City of London
Dear Ms. Riley:

I am writing to express my opposition to the proposed development of a 25-story building in my residential/service neighbourhood. Despite my support for higher density housing in the City of London Housing Plan, this project raises grave concerns regarding its negative impact on my community, existing infrastructure, and the overall well-being of residents.

Firstly, the proposed building is completely inappropriate for our neighbourhood, which is characterized by low-rise condominium developments, low rise service establishments, and a few medium height apartment buildings. A high-rise of this scale would radically change the visual landscape, introducing an incongruous presence. Secondly, the increased traffic generated by this development, alongside potential traffic increases from other proposed surrounding developments will create a burden. The traffic plan for this proposal does not include the effects of the proposal that will connect the Cherryhill area to Wonderland Rd. nor that of the building proposed at Oxford St just west of Wonderland Rd. Together, they will severely worsen congestion on Beaverbrook Ave. Oxford St. Wonderland Rd. and surrounding roads. The increases from all the proposed developments should be recalculated together in a new traffic plan.

Egress from my condominium complex is already difficult at peak hours (even with the traffic calming that has already had to be put into effect), with up to 20 cars lined up at the all way stop intersection of Beaverbrook Ave. and Horizon Dr. The influx of residents and visitors associated with this proposed building would further exacerbate the issue. Additionally, the lack of a nearby transit hub will inevitably lead to unsustainable levels of car dependency and add to the grid lock seen on both Wonderland Rd. and Oxford St. during rush hours, thereby adding to the significant air pollution in these locales. Furthermore, the footprint of the building is insufficient to accommodate the proposed number of units. This will likely result in overcrowding, loss of parking spaces for current businesses at the Wonderland Corners Business Centre, and increased strain on existing amenities and infrastructure, all of which put an increased burden on the taxpayers of London to provide. The lack of a coherent plan regarding traffic management and infrastructure upgrades for this whole area compounds all these concerns.

Specifically, the development will significantly reduce available parking for businesses along Beaverbrook Ave, causing a detrimental effect on their operations. In addition, aged residents of the Revera long-term care facility on Beaverbrook Ave. will be particularly impacted by the increase in traffic as many of them currently walk along Beaverbrook Ave., Proudfoot Ln., Horizon Dr. and Farrah Rd. Many will find it impossible to negotiate crossing the streets at their slow pace and the increasing traffic noise will cause them greater stress in their accommodations.

The increased traffic and congestion will also hinder emergency service access from London Fire Department Station 6 at 590 Oxford St. W. as well as the Middlesex London Paramedic Service's Emergency Ambulance station on Horizon Dr. Both these services require the use of an unobstructed Wonderland Road (already too congested at peak hours), potentially creating increasingly severe safety risks for our community such as slower emergency arrival times and slower emergency transport times to University Hospital.

The construction of a 25-story building in this location contradicts any sensible principle of responsible development. A more appropriate approach would be the construction of two or more smaller buildings along Wonderland Rd., maintaining better compatibility

with the existing neighbourhood and mitigating the overwhelming impact on traffic and infrastructure.

I strongly urge you to consider the severe consequences of this ill-conceived project and reject this proposal as it now stands. As a resident, I will seek the opportunity to participate actively in the decision-making process and I plan to advocate for a more sustainable solution within the City of London's Housing Plan.

Sincerely,

Dr. John Barnett

From: Don McLachlan

Sent: Friday, March 1, 2024 10:46 AM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] Subject: 735 Wonderland Rd High Rise

Good day

My wife and I are residents of [REDACTED] and have significant concerns pertaining to the proposal @ 735 Wonderland.

The problem with this plan is that there is no high quality transit service in the west end of the city, nor is there any planned for the near future. Oxford and Wonderland are gridlocked most of the time and crossing the street on foot is dangerous as well on Beaverbrook. Without adequate infrastructure this model is not sustainable.

- Development has to be appropriate to the neighborhood despite the pressure to intensify. Setting a 25 storey building in the middle of a low rise neighborhood is not good planning.
- This area is already high density with 15 occupied high rises and more being built along Oxford Street from Cherryhill to Proudfoot.
- Once Beaverbrook is opened up through Oxford and Westfield, cut-through traffic will increase significantly. This is a 2 lane street. A broader traffic study is required considering all developments including Cherryhill and Jiffy Lube property and Beaverbrook.
- There is a lot of foot traffic in this area with all the high rises, seniors home and our complex. Traffic is already a danger for pedestrians crossing at Beaverbrook and Horizon. Additional traffic from all the new developments will make it extremely treacherous. A comprehensive traffic study needs to be done before any building is approved.
- The only exit out of our complex is onto Beaverbrook. We have no other options to avoid the gridlock. Getting emergency vehicles into this complex could be delayed with only one lane each direction. Having the high rise entrance on Horizon next to the Ambulance Station will delay the dispatch of vehicles.

Don McLachlan

From: Al Hobbs

Sent: Friday, March 1, 2024 11:05 AM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] York Development-Beaverbrook

I recently found out from my neighbour about the York Development plans for the Swiss Chalet location on Beaverbrook. I was not aware as neither my wife or myself remember receiving anything in the mail.

After reading about this I would like to express my opinion on a 25 Storey building in an area surrounded by 12 storey buildings:

- It will be an eyesore to the community as no other building around seems to exceed 12 storeys
- Traffic will substantially increase on an already overloaded Wonderland Rd. Many people who live on the west side of Wonderland off of Beaverbrook already overload Proudfoot from Oxford to Beaverbrook to bypass the Oxford Wonderland intersection.
- There is no Transit terminal close to this location for LTC riders
- 25 stories is a downtown type of building and it seems like a very small footprint for this height.
- Traffic increases would significantly impact of the EMS station located immediately south of this site. Also another First Responder Site, Fire Hall 6 will be impacted even more by traffic congestion.

I realize that more housing is required but what I am objecting to is the height of 25 stories. It does not blend in with the surroundings and is totally out of place in this section of London.

Al Hobbs

From: Megan Felker

Sent: Tuesday, March 5, 2024 3:39 PM

To: Planning and Development <PlanDev@london.ca>

Subject: [EXTERNAL] Development plan at Beaverbrook and Horizon

March 5th 2024

Dear Planning/Development Services

I hope this letter finds you well. My name is Megan Felker, and I reside at [REDACTED], directly across from the site of the proposed 25-storey condominium development. This letter is written to express profound concerns regarding the scale of this development and its impact on our predominantly low-rise neighbourhood, particularly regarding infrastructure adequacy, potential devaluation of property, pedestrian safety, and the effects of construction and subsequent congestion.

Firstly, the introduction of a high-rise building in a low-rise area raises significant concerns about the visual and environmental impact on our community. Such a drastic change in the skyline could irreversibly alter the character of our neighbourhood.

Moreover, our local roads are already under significant strain, and the expected increase in traffic from this development will lead to untenable levels of congestion. This is particularly concerning given that the sole exit from our complex onto Beaverbrook Avenue offers no alternative routes to circumvent the expected gridlock. The increase in both vehicular and foot traffic, notably from a demographic perspective where many residents are seniors, exacerbates concerns for pedestrian safety. The density and pace of the area do not currently cater to high pedestrian traffic volumes, raising fears about potential accidents and the general safety of our community members.

Another pressing concern is the potential delay in emergency services caused by increased traffic congestion. The thought of ambulances or fire services being unable to reach our community promptly in an emergency is deeply troubling.

I understand and appreciate the need for urban development and housing. However, I firmly believe that such projects must consider the existing community's infrastructure, safety, and quality of life. Therefore, I kindly request your support in advocating for:

1. A re-evaluation of the development's scale to ensure compatibility with the neighbourhood's character and infrastructure capacity.

2. Immediate plans for infrastructure enhancement, particularly roadways, to accommodate increased traffic and ensure pedestrian safety.
3. Strategic traffic management solutions to prevent gridlock, especially during construction and after the building's occupancy, to ensure that residents have access to alternative routes.
4. Measures to guarantee emergency services' unhindered access to our area at all times.

Our community is entitled to development that is considerate, sustainable, and incorporates the well-being and opinions of its current residents. I am eager to participate in further discussions on this matter and to engage in community consultations regarding the proposed development. Personally this proposed development of a High Rise is devastating to me for all the concerns listed above

I look forward to your response and hope we can collaborate to ensure the development opposite 1241 Beaverbrook Avenue enriches our community while mitigating negative impacts.

Sincerely,

Megan Felker

From: Ginny Wilson
Sent: Tuesday, March 12, 2024 8:14 AM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Concerns re York's 25 Storey Apartment Development @ Beaverbrook Ave

Thank you for taking the time to receive, review and consider this letter. I reside at [REDACTED], the Cherry Ridge Condominium complex.

The following will detail major concerns / objections I have to York's proposal to build a 25 storey apartment building or any residential building on the corner of Beaverbrook Ave., and Horizon Dr., London.

Currently there is a Swiss Chalet Restaurant located on that site. Directly across the street is Horizon Place Retirement Residence. Behind the Swiss Chalet there is an Emergency Service building with four ambulances and on Oxford St., just west of Wonderland is Fire Station 6

Traffic alone in this area is of high volume with Wonderland being a four lane thoroughfare and gridlocked during rush hour. Proudfoot and Beaverbrook are being used to circumvent the Oxford and Wonderland intersection.

Despite the four way stop at the corner of Beaverbrook and Horizon, there is traffic congestion that will only increase and be compounded by the construction of and this high density residence, in addition to the extension of Beaverbrook and Westfield that is already in play.

The emergency service vehicles (ambulance and fire) will undoubtedly have significantly more challenges to access main roads. Entering and exiting the entrance to this condo community due to this traffic is also a challenge. One can only foresee these challenges growing exponentially.

This area has a high level of pedestrians from the surrounding apartment buildings, seniors retirement center and the residential condominium complex at Cherry Ridge. Adding a 25-story apartment building with limited access and egress will provide a more dangerous situation for pedestrians, especially at the 4-way stop at the corner of Beaverbrook Ave., and Horizon Dr.. The current risks will only increase.

A 25 storey building is more appropriate to and suitable to and for the downtown landscape.

While I appreciate the need for housing in London, homeowners (taxpayers) should not have to have a complete change in their community or safety to support a large corporation like York. Further there are more than enough suitable areas for their business to expand and homes of this high density to be established.

Respectfully,
Virginia Wilson [REDACTED]

From: Meyer, Klaus
Sent: Wednesday, March 13, 2024 12:59 PM
To: Riley, Alanna <ariley@London.ca>
Cc: strosow@uwo.ca
Subject: [EXTERNAL] 735 Wonderland North

Dear Ms. Riley,

I recently learned about the new planning application for 735 Wonderland North <https://london.ca/business-development/planning-development-applications/planning-applications/735-wonderland-road-n>

My questions 1 to 3 are exactly the same as for the nearby Beaverbrook planning application, except to add that an integrated approach to planning both areas would create opportunities for greatly enhanced quality of life in both new areas by creating walking and cycling linkages.

1. How will residents reach on foot or by bike their daily-need places for shopping, medical services, bank etc?
 1. Cherry Hill Mall area
 2. Shopping and services off Wonderland (e.g. Costco)
2. How will children safely walk or bike to public schools?
 1. University Heights (on other side of the railway) and/or
 2. Eagle Heights (on the other side of Oxford Road)
3. How will residents connect to the urban transport network to get to downtown, to work, etc.?
4. Given the already existing traffic overload / traffic jams / dangerous-to-pedestrians conditions on this particular stretch of Wonderland, how can the access to parking directly from Wonderland be done without creating more accident prone road conditions?

Regards
Klaus Meyer

From: Lynne Ronholm
Sent: Wednesday, March 13, 2024 7:03 PM
To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 25-storey tower/Beaverbrook Ave/Wonderland Rd.

I am writing to express my deep concerns and objections regarding the proposed construction of the 25-storey apartment building on the corner of Beaverbrook Avenue and Wonderland Road. As a resident of the area, I strongly believe that this development will have significant negative impacts on the community.

First and foremost, the increased traffic resulting from this development would exacerbate the already congested conditions in our neighborhood. The entrance on Horizon Dr. near the Costco Gas Station is notorious for its gridlock, as well as the already increased traffic using Proudfoot Lane to avoid heavy traffic at the corner of Oxford Rd. & Wonderland Rd., and adding more vehicles to the mix would only worsen the situation. This would not only inconvenience residents like myself but also pose serious challenges for emergency services and the nearby retirement residence.

Furthermore, our area is already densely populated, and adding another high-rise building would only compound the issue. With limited space and resources, it is essential to consider the strain that such developments would place on our infrastructure and services. Additionally, the proximity of the proposed building to a retirement residence, emergency services, and a fire station raises safety concerns, especially given the existing traffic congestion.

I understand the need for development and growth in our city, but I strongly believe that there are more suitable locations for this type of building elsewhere. The current site is ill-suited for such a large-scale development, given its impact on traffic, density, and safety.

I urge the City of London to reconsider this proposal and explore alternative options that would better serve the needs of the community while minimizing negative impacts. It is essential to prioritize the well-being and quality of life of residents, both now and in the future.

Thank you for considering my concerns.

Sincerely,

Cherry Ridge Condominium Complex

From:
Sent: Monday, March 25, 2024 5:18 PM
To: Riley, Alanna <ariley@London.ca>
Subject: [EXTERNAL] Plan Proposed for Wonderland

Good Afternoon,

I would like to express some thoughts I had about the 25-story tower proposed on Wonderland.

While this may be a good idea for 5+ years down the road, the city simply cannot handle this new proposition on top of plans that have already been approved. Being a mere 4 lanes, Wonderland road cannot handle that much additional traffic, on top of other projects and expanding suburbs. It already takes a minimum of 35 minutes to get from Victoria Hospital to this area, and with additional traffic, West London will essentially be cut-off from the rest.

Additionally, public transit is not yet up to par to support those who do not drive, especially for this area. The addition of a bus-only lane on Sarnia Road made no difference in the accessibility of public transit in this area of the city. It is still a 1 hour bus ride to get from West London, to downtown or south London.

I completely agree that this city needs more land-density, and needs more usage out of land. This is positively represented by current projects by Drewlo Holdings on South

Carriage Rd and Hyde Park Rd. There is also still plenty of empty space for addition buildings in this area. Placing a project this large is not suitable for an area which is already suffering with bumper to bumper traffic each day.

Please take these thoughts into consideration of this planning application, and recognize the need to make adjustments to the area before radically increasing its population.

Thank you.
-May Jones

From: Sharon Deebrah
Sent: Monday, March 11, 2024 9:51 PM
To: Riley, Alanna <ariley@London.ca>
Subject: [EXTERNAL] Inquiry Regarding Developer for File Number OZ-9704

Dear Alanna,

I hope this email finds you well. I am writing to request information regarding the developer who is putting forward the project associated with File Number OZ-9704.

As part of my work and research, I am interested in learning more about the developer involved in this particular project. Could you please provide me with the name of the developer and any relevant contact information, if available?

Your assistance in providing this information would be greatly appreciated. Thank you in advance for your help.

I look forward to hearing back from you soon.

Best regards,
Sharon Deebrah, MPA (she/her/kwe)

From: CAROL WILKINSON

To: ariley@london.ca <ariley@london.ca>

Cc: strosow@london.ca <strosow@london.ca>

Sent: Sunday, March 3, 2024 at 06:57:22 p.m. EST

Subject: File No. OZ-9704 Proposed development of a 25 storey building at 735 Wonderland Rd. London

To: Alanna Riley,

I am writing this to pass on my concerns about this proposed development. This proposal is not appropriate for this neighbourhood for a number of reasons.

This area is already high density with the 15 apartment buildings on Proudfoot and Wonderland Rds with more proposed development behind Cherryhill east of here. These buildings are 12 storeys high. The infrastructure can not support this development. I am a resident in the Cherry Ridge Condominium community and live at **78-1241 Beaverbrook Ave**. As of now, our complex has only 1 exit and I already find that access in and out is very unsatisfactory as drivers are cutting through this neighbourhood from Oxford St. and Wonderland Rd. Already it is dangerous for pedestrians to cross at Beaverbrook and Horizon. Many drivers do not obey the stop signs that are there now. I walk daily in the neighbourhood and enjoy the open spaces. I try to avoid this crossing now so I can only imagine the danger that will present itself with more traffic around here. Also higher density could cause the delay of EMS vehicles to leave their station also on Horizon. Costco shoppers are already congesting the area around the area too.

I don't understand how a 25 storey apartment building with 217 suites along with other businesses could be approved for this area. A comprehensive study needs to be done before any structure proposal moves forward.

Sincerely,
Carol Wilkinson

From: PEC <pec@london.ca>

Sent: Monday, April 8, 2024 12:43 PM

To: Kalp, Stephanie <skalp@london.ca>

Subject: FW: [EXTERNAL] Fw: File No. OZ-9704 Proposed development of a 25 storey building at 735 Wonderland Rd. London

SORRY – I didn't redact the info. SORRY!!

It has been brought to our attention that a letter was sent from the City to all those with homes here at 1241 Beaverbrook Ave., informing everyone about a meeting re the high rise which is being considered by City Council. We live and own [REDACTED] and along with some others in Phase 3 of this development that I talked with, did not receive any letter from City Council.

As you can imagine we are all concerned about this proposal due to high traffic on our two lane street. There is more than enough traffic now making it difficult for those of us living here to get in and out of our complex. We would like to know how many of us in phase 3 did not receive notification of this meeting and how the city has missed us since we regularly get our tax notices without any trouble. Would you be kind enough to reply.

Thank you. Ken & Calista McNairn

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: Byron Gravel Pits Secondary Plan Final Report
Public Participation Meeting
Ward 10

Date: April 9, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to *Byron Gravel Pits Secondary Plan* Final Report:

- (a) The proposed by-law, attached hereto as Appendix “A”, **BE INTRODUCED** at the Municipal Council meeting to be held on April 23, 2024, **TO AMEND** the Official Plan, *The London Plan* as follows:
- i) **ADOPT** the *Byron Gravel Pits Secondary Plan*, attached hereto as Schedule “1”;
 - ii) **DELETE** Policy 1168, Specific Policies for the Byron Gravel Pits within the Future Community Growth Place Types;
 - iii) **AMEND** Policies 1537 and 1538, Byron Gravel Pits and Adjacent Lands Specific Policies for Aggregate Resources;
 - iv) **AMEND** Policy 1565 **TO ADD** the *Byron Gravel Pits Secondary Plan* to the list of adopted Secondary Plans;
 - v) **AMEND** Map 1 – Place Types to change the land use designation **FROM** Future Community Growth, Environmental Review, Green Space and Neighbourhoods Place Types **TO** Neighbourhoods, Green Space and Environmental Review Place Types as indicated on the attached Schedule “2”;
 - vi) **AMEND** Map 3 – Street Classifications **TO MODIFY** Commissioners Road West, a Civic Boulevard, as indicated on the attached Schedule “3”;
 - vii) **AMEND** Map 4 – Active Mobility Network **TO MODIFY** the Cycling and Walking Routes within the *Byron Gravel Pits Secondary Plan* Area as indicated on the attached Schedule “4”; and,
 - viii) **AMEND** Map 7 - Specific Policy Areas **TO ADD** *Byron Gravel Pits Secondary Plan* Area, and **MERGE** Specific Policy Area 66 into Specific Policy Area 67 as indicated on the attached Schedule “5”.

Executive Summary

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Council to adopt the *Byron Gravel Pits Secondary Plan*, and add it to the list of adopted Secondary Plans. The *Byron Gravel Pits Secondary Plan* will provide more specific direction for the growth and development of the area than the general policies of the Official Plan, *The London Plan*.

Rationale of Recommended Action

- i) The recommended amendment is consistent with the *Provincial Policy Statement, 2020*, which:
 - Promotes opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, taking into account existing building stock or areas.
 - Promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips to support current and future use of transit and active transportation.
 - Promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of the public, foster social interaction and facilitate active transportation and community connectivity.
 - Protects existing mineral aggregate operations, and promotes the progressive and final rehabilitation of mineral aggregate operations by accommodating subsequent land uses, promoting land use compatibility, recognizing the interim nature of extraction, and mitigating negative impacts to the extent possible.
 - Requires that development on lands within, abutting or adjacent to mineral aggregate operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
 - Requires the protection of natural features and areas for the long term by maintaining, restoring, or where possible, improving the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems.
- ii) The recommended amendment is consistent with the policies of *The London Plan* that provide direction to prepare a Secondary Plan for lands designated as where a more detailed and coordinated planning policy framework is required for redevelopment and intensification.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

A Strategic Plan Area of Focus: **Housing and Homelessness**

- by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Strategic Plan Area of Focus: **Wellbeing and Safety**

- by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- by ensuring Londoners have safe access to public spaces, services, and supports that increase wellbeing and quality of life.

Strategic Plan Area of Focus: **Mobility and Transportation**

- by ensuring London's active transportation network is better connected and serves persons of all ages and abilities.

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.
- by a strong and healthy environment ensuring waterways, wetlands, watersheds, and natural areas are protected and enhanced.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

July 18, 2016 - Report to Planning and Environment Committee – *Byron Gravel Pits Secondary Plan* Direction Update.

October 17, 2016 - Report to Planning and Environment Committee – *Byron Gravel Pits Secondary Plan* Terms of Reference.

August 22, 2022 - Report to Planning and Environment Committee – *Byron Gravel Pits Secondary Plan* Update.

July 17, 2023 - Report to Planning and Environment Committee providing an overview of the vision, principles, structure and policy framework of the draft plan, and tabling the Draft *Byron Gravel Pits Secondary Plan* for community engagement.

1.2 Study Area

The study area is located on the east side of Colonel Talbot Road, south of Baseline Road and Commissioners Road West and has an area of approximately 76 hectares (188 acres). Portions of the site are within both the Westmount and Byron neighbourhoods. The site contains an unusually deep glacial deposit which has been used to produce sand and gravel products to supply London and surrounding area construction market for over 75 years. The study area is comprised of 14 separate parcels, with several properties under similar ownership. The Corporation of the City of London owns two parcels, one located in the northwest corner and one small parcel located near the northeast corner of the study area. The remainder of the lands within the *Secondary Plan* area are privately owned. A map detailing the study area can be found in Figure 1.

The majority of the study area has been licensed under the *Aggregate Resources Act* for sand and gravel extraction. The aggregate licenses are under the jurisdiction of the Ministry of Natural Resources and Forestry (MNRF), and the Ministry oversees compliance with operating conditions and rehabilitation of the site. It is noted that the pit extraction activities have been completed and pit rehabilitation activities are underway for the site.

1.3 Purpose of the *Byron Gravel Pits Secondary Plan*

The Byron Gravel Pits is a unique area within the City of London. Characterized by dramatic topography and a central pond that has been shaped by years of aggregate extraction. As the aggregate activities have been completed within the Byron Gravel Pits, and the rehabilitation activities are underway, there is a need to plan for future uses of the lands. This secondary planning process is a comprehensive review of the lands and establishes a vision for this unique area that focuses on both open space and recreational opportunities that the site provides, as well as the integration of urban development that could occur along the perimeter of the former gravel pit operations.

The London Plan identifies the majority of the lands as being located within the Future Community Growth Place Type, and there are portions within the Neighbourhoods, Green Space and Environmental Review Place Types. The Future Community Growth

Place Type establishes Municipal Council's intent for future urban development on the lands while ensuring that development does not occur until a secondary plan is prepared to determine the appropriate place type(s) to be applied to the lands and to guide the long-term management and approval of growth. The Future Community Growth Place Type also creates an expectation that non-industrial Place Types will be applied through the secondary planning process. The lands are also identified as a Specific Policy Area on Map 7 of *The London Plan*. This Policy provides further direction for the land and indicates that the long-term use of this area will be a mix of mid-rise housing types and recreational uses, and rehabilitation of this area will be based on a comprehensive rehabilitation and development plan.

The *Secondary Plan* will guide the review of future *Planning Act* applications including draft plans of subdivision, zoning by-law amendments, consents and minor variances, draft plans of condominium, and site plan approval.



Figure 1 - Map of Study Area

The development of the *Secondary Plan* includes the following elements:

- Review of the current study area and approved land use plan to determine if this still meets the needs of the landowners, City, and the community;
- Ensure landowners, licensed aggregate operators, agencies and the community are consulted and involved in the preparation of the *Secondary Plan*;
- Define a vision for the open space/park lands that will form the majority of the site;

- Apply appropriate place types that are consistent with the recommended land use plan, delineate possible road alignments, identify and protect natural heritage features and open space lands, and delineate a pathway network through the site;
- Co-ordinate with the Municipal Class Environmental Assessment during the *Secondary Plan* process to finalize the alignment of Commissioners Road West; and,
- Provide development principles that will be integrated into parts of the *Secondary Plan*.

1.4 Overview of the Study Process

On October 26, 2016, Council approved the Terms of Reference for the *Byron Gravel Pits Secondary Plan*, thereby directing Staff to undertake the development of a secondary plan to guide future development in the Study Area. Following Council's adoption of the Terms of Reference, Staff began the work to develop the *Secondary Plan*.

The following section provides a summary of the process that was undertaken to develop the *Secondary Plan*:

- The secondary plan process started with developing an understanding of the unique physical characteristics of the site and the surrounding landscape, including environmental features and linkages, residential communities, and recreational facilities.
- The initial evaluation of recreational and open space options looked at opportunities to compliment other existing and proposed facilities in the area, including: the network of parks and open spaces; nearby Boler Mountain; local sports fields and facilities, including the existing Byron Optimist Community Centre; and, the new Southwest Community Centre YMCA and Library.
- Landowner outreach was carried out in the early stages of the project to assess the expectations for future development of the lands within the Study Area. This portion of the project also provided a greater understanding of the ongoing gravel pit extraction and rehabilitation activities.
- Consultation with Staff from the MNRF has also been important for the success of this project, as the MNRF is responsible for overseeing compliance and rehabilitation of the aggregate licenses.
- The *Secondary Plan* Study included a number of component reviews, similar to other *Secondary Plan* studies completed for the City, but in less detail. These included a Natural Heritage Review, a Traffic Impact Study, and a Sanitary, Water and Stormwater Servicing Study. Detailed analysis of these study components will be undertaken in the future as part of planning justification for development applications.
- Three concept plans were prepared and introduced at a community open house in December 2018 that considered the input from landowners, industry partners, and a visioning group for the secondary plan project. The concepts focused on ideas for the green space component of the *Secondary Plan* Area. Feedback from the open house, together with potential residential development around the site, was reflected in the Land Use Concept Plan that was shared with the community in April 2019.

A graphic highlighting the steps to develop the *Secondary Plan* can be found in Figure 2.



Figure 2 – *Secondary Plan* Process Map

1.5 Commissioners Road West Municipal Class Environmental Assessment

During the *Secondary Plan* review process, the City of London undertook the Commissioners Road West Municipal Class Environmental Assessment (Class EA) to determine the ultimate road alignment of Commissioners Road West between Byron Baseline Road and Cranbrook Road. The Class EA included two public information meetings in 2017 and consultations with property owners, agencies, and the public. In 2018, Municipal Council approved the recommendations of the Class EA which re-aligned the road allowance through the Byron Gravel Pits.

2.0 Policy Framework

2.1 *Provincial Policy Statement, 2020*

The *Provincial Policy Statement (PPS), 2020*, provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and Protecting Public Health and Safety.

Policies within the *PPS* promote efficient land use and development patterns through the accommodation of appropriate affordable and market-based range and mix of residential, recreation, park and open space, and other uses to meet long-term needs; integration of land use planning growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns; avoiding development and land use patterns which may cause environmental or public health and safety concerns; and, promoting development and land use patterns that conserve biodiversity (Section 1.1). The draft *Secondary Plan* will achieve these objectives as it will provide for range of housing types and densities, provide an open space and multi-use trail network within the interior of the lands, integrate land use planning and infrastructure planning to optimize existing investments, and will establish

land use patterns that mitigate environmental and public safety concerns and encourage opportunities to maintain, or re-establish habitat for endangered or threatened species.

The *PPS* encourages settlement areas to be the focus of growth and development, and directs that land uses within this area provide for densities and a mix of uses which are appropriate and efficiently use land, infrastructure, and public services; support active transportation, and are transit-supportive (Section 1.1.3). The proposed *Secondary Plan* is located within the built-up area of the City, will utilize available or planned infrastructure and public service facilities, and will establish a multi-use trail network to provide opportunities for active transportation and permit a range of housing forms and densities that are transit-supportive. A coordinated, integrated, and comprehensive approach when dealing with planning matters is promoted in the *PPS*, specifically when managing or promoting growth and development that is integrated with infrastructure planning, and managing natural heritage, water, and mineral resources (Section 1.2.1). As part of the secondary planning process a comprehensive study was completed to identify the appropriateness of development on the lands, and to coordinate future development with the provision of infrastructure and municipal services. In addition, the lands incorporate the redevelopment of a former aggregate area, existing natural heritage features, and water body on the lands.

The *PPS* seeks to create healthy and active communities by planning and providing for publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources (Section 1.5.1). The *PPS* supports long-term economic prosperity by minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature (Section 1.7.1). The *PPS* also seeks to protect natural heritage and water resources, and requires that these be maintained, restored or improved (Sections 2.1 and 2.2). Due to the topography that has been created from decades of extraction within the former gravel pit, the perimeter of the *Secondary Plan* area is suitable for urban development, and the balance of the lands will be planned for parks, trails, and open space uses. Within the open space areas opportunities will be explored to maintain, reconfigure, or re-establish the existing natural heritage features and water body.

2.2 The London Plan

The lands within the study area have a variety of Place Types including: Future Community Growth, Neighbourhoods, Green Space and Environmental Review. The Future Community Growth Place Type establishes Council's intent for future urban development on the lands, while ensuring that development does not occur until a comprehensive plan is prepared for the area that conforms with the policies of *The London Plan* (1153). The Future Community Growth Place Type is applied to where there is an expectation that non-Industrial Place Types will be established on the lands (1158). A secondary plan will be prepared to determine the appropriate place types to be applied to the lands and to guide the long-term management and approval of growth (1160). The Future Community Growth Place Type also contains a specific policy for the Bryon Gravel Pits and anticipates that the long-term use of this area will be a mix of mid-rise housing types and recreational uses, based on a comprehensive rehabilitation and development plan (1168).

Policy 1556 of *The London Plan* provides the direction to prepare a secondary plan to elaborate on the policies of *The London Plan*. Areas that may warrant the preparation and adoption of a secondary plan, including areas within the Future Growth Place Type, and areas where a coordinated approach to the development multiple properties is required for a specific planning and design objective are identified in Policy 1557.

The *Secondary Plan* will establish a vision for this unique area that focuses on both open space and recreational opportunities, and the integration of urban development that could occur along the perimeter of the former gravel pit operations.

3.0 Vision and Principles

3.1 Vision

The *Byron Gravel Pits Secondary Plan* is comprised of six sections and five schedules, to achieve the following vision:

The *Byron Gravel Pits Secondary Plan* Area will be an exceptionally designed, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site, to provide for: a range of different recreational activities, both active and passive; an opportunity to maintain and grow our natural heritage system; and, create new and unique housing forms with varying levels of intensity. This Area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and connecting, existing and proposed facilities and amenities.

3.2 Secondary Plan Principles

The development of the *Secondary Plan* was also guided by the following overarching Principles:

Promote unique opportunities for recreation.

The Byron Gravel Pits area is a unique area in the City of London, shaped by years of aggregate extraction. The area is characterized by unique topography that features a central pond, tablelands, and steep side slopes.

The majority of the area fronts on Byron Baseline Road, Colonel Talbot Road and Commissioners Road West which are classified as Civic Boulevards in *The London Plan*. This area will focus on creating a central space for a range of unique recreational uses of regional significance, together with a range of residential uses complemented by a range of residential uses. The predominant open space and recreational uses should be augmented and balanced with residential, and cultural uses, promote season-long and year-round enjoyment and appreciation of the natural heritage features in and around the area. A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Open Space Policy Area.

Connections to Springbank Park, the Arboretum and Reservoir Park and other nearby trail systems and natural features and area are to be encouraged and supported.

Create an exceptional community.

The Byron Gravel Pits area is intended to be an inclusive, attractive and connected community with a range of uses and housing types that support urban development, the extension of the natural heritage system, and unique active and passive recreational opportunities.

Create a diverse and resilient natural environment.

Integrate the unique topography and natural features and areas in a sensitively designed built setting to distinguish the Byron Gravel Pits area as a high quality, master planned community and recreational destination in a unique and enhanced natural setting.

Sustainable growth management.

Build sustainability into all aspects of the Byron Gravel Pits Area's growth in an efficient and financially responsible manner.

3.3 *Secondary Plan Structure*

The Principles inform the policies of the *Secondary Plan* which provide detailed planning and development direction on matters such as:

- Community Structure
- Mobility and Public Realm
- Natural Heritage
- Green Development
- Habitat for Endangered and Threatened Species
- Built Form
- Affordable Housing
- Servicing
- Character Area Place Types, including intent, character, permitted uses and built form and intensity
- Implementation Tools

The policies and principles of the *Secondary Plan* provide a greater level of detail and more specific guidance for the development of the Byron Gravel Pits Area than the general policies of *The London Plan*.

3.4 *Secondary Plan Policy Areas*

The area subject to the *Byron Gravel Pits Secondary Plan* has been divided into four Policy Areas. Some of the policies in the *Secondary Plan* apply to the entire area, while others are specific to the individual Policy Areas.

The *Secondary Plan* includes the following Place Types:

- Neighbourhoods: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- Green Space: includes the central pond and natural heritage features, and areas in the adjacent lands (including Somerset Woods and Cresthaven Woods); and,
- Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The exact limit of the developable area shall be determined through future development applications. Development applications will be required to submit the appropriate technical reports, including a Geotechnical Report that outlines the stability of the slope and the feasibility of providing municipal services.

The boundaries and unique characteristics of each Policy Area are described in the following sections:

Byron Baseline Policy Area

The Byron Baseline Policy Area is located in the northern portion of the *Secondary Plan* Area and includes the frontage along Byron Baseline together with a portion of the existing Commissioners Road West and Colonel Talbot Road. This area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented; a focal point for the neighbourhood level services and civic functions; and a gateway to the Byron Gravel Pit neighbourhood and natural areas.

Crestwood Policy Area

The Crestwood Policy Area is located in the eastern portion of the *Secondary Plan* Area. The adjacent areas are characterized by single detached residential developments, as well as a senior's residence. This Area is adjacent to Cresthaven Woods, a significant woodland, and in proximity to the Cresthaven Park. Realignment of Commissioners Road West, currently planned for 2035, constrains development within this Policy Area.

Longworth Policy Area

The Longworth Policy Area is located in the southern portion of the *Secondary Plan* Area. This area is bounded by the top of the steep slopes created by the former aggregate extraction activities, some of which support habitat for Species at Risk.

Single detached residential development surrounds this Policy Area to the east, south and west. The Buttonbush Wetland, a Provincially Significant Wetland, is located nearby this Policy Area in the Longworth Neighbourhood, north of Southdale Road. This policy area is constrained by the steep slopes around the Central Pond and it is anticipated that this Policy Area will be integrated with the existing residential neighbourhood to the southeast of the *Secondary Plan* Area.

Central Pond and Open Space Policy Area

The Central Pond and Open Space Policy Area includes the side slopes and pond in the central portion of the site, also by-products of the former aggregate extraction activities, and natural area not appropriate for development.

At the date of this Plan, the majority of this area remains privately owned. However, the City plans to explore opportunities through development applications to bring some or all of these central lands into public ownership to support the provision of passive and active recreational opportunities that take advantage of the area's unique topography and location.

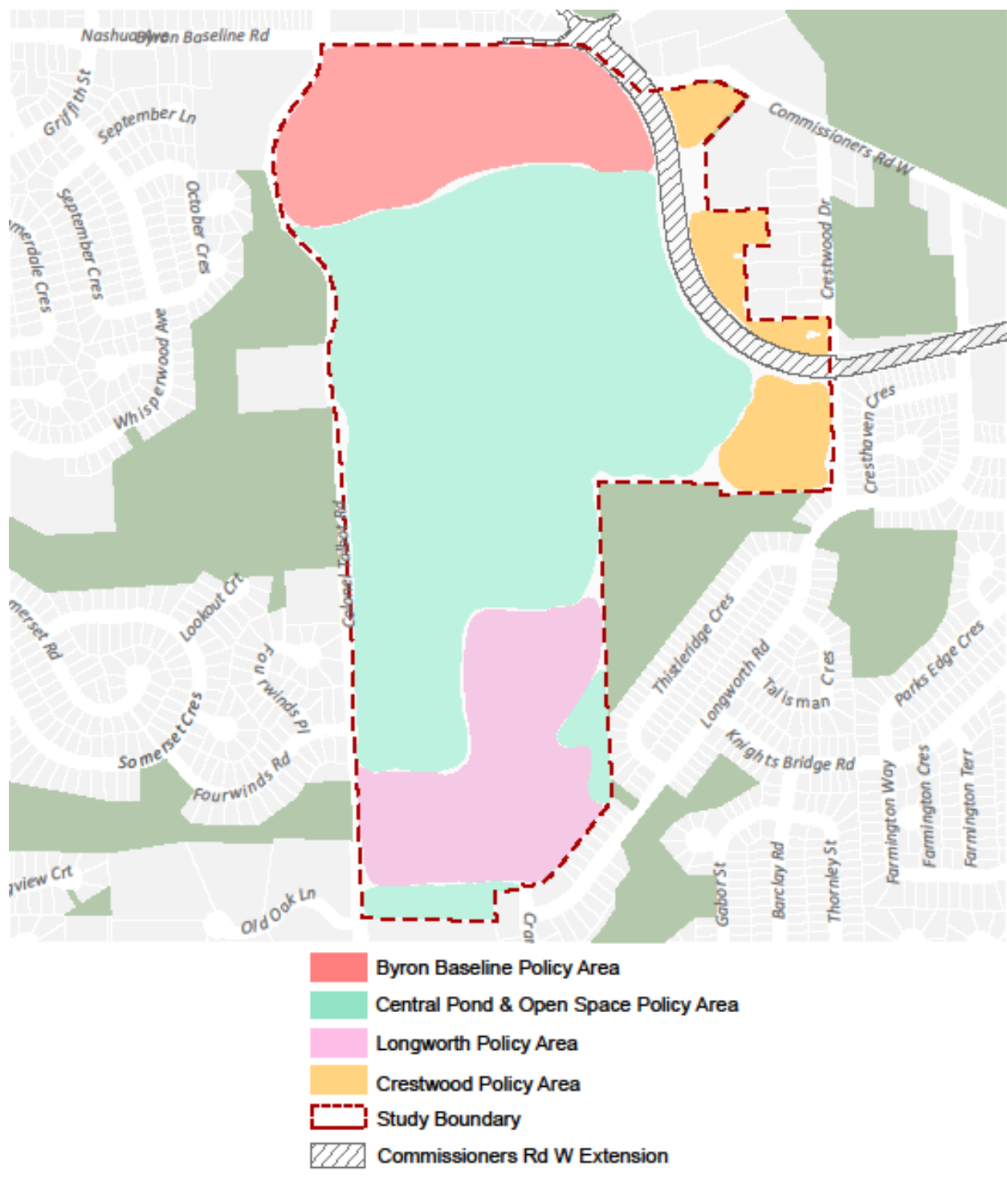


Figure 3 - Policy Areas

4.0 Community Engagement

The *Byron Gravel Pits Secondary Plan* was introduced at the July 17, 2023, Planning and Environment Committee meeting to provide an opportunity for review and to gather input prior to adoption. Since that time, changes to the *Secondary Plan* have been made based on input from the public, commenting departments, agencies, and property owners.

4.1 Public Engagement

On October 5, 2023, Notice of Public Information Centre was sent to 718 property owners and residents within an expanded 240m distance of the *Secondary Plan* Area. Notice of Public Information Centre was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, October 5, 2023. Multiple “Planning Application” signs were also placed on the northern, eastern, and southern limits of the *Secondary Plan* Area.

Public Information Centers (PICs) were hosted by City Staff at the Bostwick Community Center on October 24th, 2023, and October 26th, 2023, between 5:00 p.m. and 8:00 p.m.

Both PICs were well attended by members of the public, including property owners within the *Secondary Plan* Area and adjacent. Over 60 people provided written comments and/or asked to be notified of future updates regarding the *Secondary Plan*.

An article announcing the release and providing an overview of the draft *Byron Gravel Pits Secondary Plan* was published in the *Byron Villager*, a local community magazine, in December 2023. A follow up article to provide an update on the changes since the release of the draft secondary plan and give notice of the Public Participation Meeting at the Planning and Environment Committee was published in the April edition of the *Byron Villager*.

Key comments and issues identified by the public expressed the following:

- Generally supportive of the vision of the plan, including the creation of a large area for parkland and the network of pathways. Many ideas for amenities and recreational activities to include in the park were received.
- Concerns about the potential loss of wildlife habitat, and how any potential negative impacts from development will be mitigated / prevented.
- Concern about the loss of wooded areas around the edges of the Gravel Pits on the berms that currently screen the pit the surrounding neighbourhoods and mitigate the impacts of the aggregate operations.
- Concerns about the heights, density, and traffic that could result from the envisioned development in the former Gravel Pit. This included:
 - Concerns about the amount and height of potential development in the Crestwood Policy Area, whether it was feasible to even develop there, and the traffic impacts.
 - Several people were opposed to the heights and densities proposed within the Byron Baseline Policy Area.
 - General concerns about potential increases in traffic were received.
- Concerns about ensuring there is a safe and convenient connection over Springbank Road and Commissioners Road West between the planned pathway network and Springbank Park.
- Support the opportunity to increase both the amount housing and the variety of different housing types within the neighbourhood.
- Interest in the realignment of Commissioners Road West, and concerns about the impacts that would have on the neighbourhood to the east of the *Secondary Plan* Area.
- Many people were interested in the timeline for development of the Gravel Pit, and the construction of the realigned Commissioners Road West.

City Staff also received comments from several of the property owners within the *Byron Gravel Pits Secondary Plan* Area. Key issues identified by property owners include:

- The housing shortage within the City and the Byron community and the opportunity to accommodate greater heights and density within the Byron Baseline Policy Area
- A desire to allow for more flexibility in the policies of the *Secondary Plan* by replacing mandatory policies (“will” or “shall”) with guiding policies (“should” or “may”).
- A desire to allow for greater access to the Byron Baseline Policy Area from Colonel Talbot Road and the realigned Commissioners Road West.
- Concern about the need for rehabilitation the slopes of the gravel pit due to the danger to the public, private property, and municipal infrastructure (Colonel Talbot Road).

- Recognition that the policy areas, as well pathway alignments, in the *Secondary Plan* are conceptually illustrated, and will be determined based upon the final rehabilitation plans for the gravel pit approved by the Province.
- Recognition of the presence of significant wildlife habitat, protected under the *Endangered Species Act*, on the slopes of the Gravel Pit needs to be considered in the rehabilitation of the Gravel Pit.

Comments received from the public were considered in the review of this application and are addressed in Section 5.0 of this report.

4.2 Departments, Agencies and Community Advisory Committees

In December 2023 and January 2024, City staff presented an overview of the Draft *Byron Gravel Pits Secondary Plan* to the Integrated Transportation Community Advisory Committee, Environmental Stewardship and Action Community Advisory Committee, Ecological Community Advisory Committee, and Community Advisory Committee on Planning.

In addition, the draft *Secondary Plan* was circulated to internal Service Areas and public agencies for review and comment. Comments received were considered in the review of this application and are addressed in Section 5.0 of this report.

Key issues identified by commenting departments, agencies and community advisory committees include:

- Questions about how the *Endangered Species Act* and *Aggregate Resources Act* interact as they relate to significant wildlife habitat within an area with an active aggregate extraction licence.
- Questions about how the required environmental studies will be undertaken in a comprehensive process to ensure a suitable location for the relocation of significant wildlife habitat can be identified if necessary.
- Need for servicing studies prior to development which outline the proposed densities, areas, populations, and servicing assumptions (including routing and outlets).
- There are significant stable slope considerations and topographical transition areas that should be considered. Geotechnical studies will be required to review the slope stability of the site and establish the limits of development.
- The pond in the middle of the pit is not a stormwater pond, and it is unclear if this could be used as a stormwater outlet. This could have unique Environmental Compliance Approval implications.
- Potential transportation impacts from developments within the *Secondary Plan* area will need to be evaluated.

Comments received from the departments, agencies and community advisory committees were considered in the review of this Application and are addressed in Section 5.0 of this report.

5.0 Discussion and Considerations

5.1 Rehabilitation of Aggregate Resource Extraction

The management, operation and rehabilitation of aggregate extraction and extraction pits is regulated by the *Aggregate Resources Act* and under the jurisdiction of the Ministry of Natural Resources and Forestry (MNR). Under this *Act* (Section 48 (1)), every licensee has the duty to rehabilitate the pit or quarry according to the site plans approved by the MNR. These site plans detail how the pit or quarry will be returned to a safe and stable condition, and the process requires reports to be submitted periodically at prescribed times reporting on the progress and finalization of rehabilitation. Pit rehabilitation can take different forms including filling in the extracted

area with engineered fill; grading or stepping the slope to provide stability; and, seeding and/or providing plantings on the slope for stability.

Licensees can submit site plan amendment requests to the MNRF to change how the pit or quarry will be rehabilitated. Once a request has been received, the MNRF will determine if it is considered a major or minor amendment. A consultation process is conducted for major amendment requests including consultation with interested parties such as the City. Once the site is rehabilitated according to the site plan and to the satisfaction of MNRF, any required fees or securities have been paid, the extraction permits can be surrendered.

Aggregate extraction activities in the Byron Gravel Pits have created a unique topography with steep slopes, some of which are unstable and will need to be rehabilitated to ensure public safety and support future development or recreational amenities. Applicants will be required to demonstrate through the required slope stability and geotechnical studies the top of the stable slope, after rehabilitation works are complete, which will determine the limits of development. Some slope stabilization and pit rehabilitation works have been completed, but this work is still in progress.

The *Secondary Plan* includes policies that would allow for the use of the stable slopes to provide for high quality, regional-level recreational amenities and facilities at this unique site within the City of London. An approved Secondary Plan outlining long term vision and permitted land uses for the area will assist in the MNRF's review of the amendments to the rehabilitation site plans, should an amendment process be required.

5.2 Natural Environment and Significant Wildlife Habitat

Planning Staff have worked closely with subject matter experts to understand what natural heritage features are in and around the Gravel Pit, as well as to develop policies to explore opportunities to enhance, restore and expand the natural heritage system, including the addition of naturalization areas.

Bank Swallows, a Threatened Species in Ontario, are known to nest in the Gravel Pit and their habitat is protected under the *Endangered Species Act*. Planning Staff have engaged with the Ministry of Environment, Conservation and Parks (MECP) to further understand the responsibilities of property owners in terms of protecting the habitat, where feasible, during rehabilitation and development, as well as what permits or permissions are required.

Due to ongoing rehabilitation of the extracted area and site access constraints, a comprehensive environmental assessment of the *Secondary Plan Area* could not be undertaken. As such, Applicants will be required to submit a Subject Land Status Report (SLRS) and an Environmental Impact Study (EIS) prior to development as part of future development applications. These environmental studies will be required to assess the extent and significance of natural heritage features and wildlife habitat, evaluate the impacts of proposed development, and identify how to avoid or mitigate potential impacts. Significant Wildlife Habitat replacement may be considered where the feature(s) and function(s) can be provided elsewhere and it can be demonstrated to provide a net gain to the Natural Heritage System.

It is incumbent upon the licensees and the property owners to be aware of their responsibilities under the *Endangered Species Act* and to act accordingly when proceeding with rehabilitation works and eventually development.

5.3 Use

The lands within the Study Area are currently designated Future Community Growth, Neighbourhoods, Green Space and Environmental Review in *The London Plan*. The Future Community Growth Place Type establishes Council's intent for future urban development on the lands, while ensuring that development does not occur until a comprehensive plan is prepared for the area that conforms with the policies of *The London Plan* (1153). Specific policies for the Byron Gravel Pits are included in the

Future Community Growth Place Type and anticipates that the long-term use of this area will be a mix of mid-rise housing types and recreational uses, based on a comprehensive rehabilitation and development plan (1168).

The *Secondary Plan* is proposed to include the following Place Types:

- Neighbourhoods: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- Green Space: includes the central pond and natural heritage features, and areas in the adjacent lands (including Sommerset Woods and Cresthaven Woods); and,
- Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhoods Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed development is near to lands designated within the Shopping Area and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation.

The Byron Baseline Policy Area of the *Secondary Plan* is proposed to permit the broadest range of uses including residential apartments, townhouses and small-scale commercial uses within mixed-use developments. This is consistent with the vision for this area as set out in *The London Plan* in the Neighbourhoods Place Type and will support the transformation of the Area into an exceptionally designed, high-density, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site. The residential land use proposed for the Crestwood and Longworth Policy Areas permits a range for low-rise residential forms that is consistent with the vision and principles of the *Secondary Plan* and will integrate with the existing residential neighbourhoods that surround them.

The vision for the Green Space Place Type is to create new green linkages through the City and increase our tree cover. Together with the Environmental Policies, the Green Space Place Type will help to protect and conserve natural areas and their delicate ecosystem, keep development an appropriate distance from our hazard lands, and offer a variety of parks that contribute significantly to the quality of life for Londoners. The Green Space Place Type aligns with the areas proposed to be designated within the Central Pond and Open Space Policy Area, which is intended to provide passive recreational opportunities within the neighbourhood, as well as protect natural heritage lands throughout the *Secondary Plan* Area that will be identified through ecological studies. This aligns with the vision of the Green Space Place Type, as well as the vision of the *Secondary Plan* to take advantage of the unique physical characteristics of the site to provide a unique range of recreational activities.

5.4 Form

The policies of the *Byron Gravel Pits Secondary Plan* provide detailed guidance for low-, mid- and high-rise development to facilitate an inclusive, attractive, mixed-use and connected community with a range of housing and services for located residents.

The greatest heights in the *Secondary Plan* Area are in the Byron Baseline Policy Area, located at the intersection of Commissioners Road West and Byron Baseline Road, where there is strategic proximity to the existing businesses and transit routes on Commissioners Road West, as well as Springbank Park and the Arboretum. Permitted

uses include apartments, townhouses and stacked townhouses. Small-scale commercial uses are permitted in mixed-use buildings to provide for an enhanced ground floor that is activated with commercial uses and pedestrian movement. Additional policies for the Byron Baseline Policy Area speak to building design, articulation, orientation, and the location of parking, storage and loading areas to contribute to a street and pedestrian oriented streetscape. Heights in the Byron Baseline Policy Area transition to greater heights where the Policy Area fronts onto the Central Pond and Green Space Policy Area in order to take advantage of the slopes within the Gravel Pit and limit the visual impact of the building height of the existing residential areas.

The Crestwood and Longworth Policy Areas are intended to provide for low-rise residential forms that will integrate with the existing residential neighbourhoods that surround them. Permitted uses in the Crestwood Policy include: single detached, semi-detached, duplex, street townhouses converted dwellings and cluster housing. Street townhouses, stacked townhouses, triplexes and fourplexes are permitted where appropriate, based on *The London Plan* policies, are permitted in the Crestwood Policy Area. The same uses are permitted in the Longworth Policy Area, except for cluster housing. These permitted uses are in keeping with those considered in *The London Plan*.

The *Secondary Plan* includes a mix of permitted uses and built form that is intended to contribute to a range of housing types and affordability within the community and the City. The policies of the *Secondary Plan* support the general intent and key directions of *The London Plan*, which supports new neighbourhoods that are planned to provide a mix of housing types and integrated mixed-use developments to create housing opportunities and opportunities for aging in place (507 and 509).

5.5 Intensity

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. The range of heights permitted within the *Secondary Plan* will help to encourage an efficient use of the land within the Gravel Pit and mixed-use developments. Permitted heights within the Neighbourhoods Place Type is based on street classification. The Byron Baseline Policy Area fronts onto three Civic Boulevards, Byron Baseline Road, Commissioners Road West and Colonel Talbot Road. Height permissions at this location include a minimum of two (2), standard maximum of four (4), and an upper maximum of eight (8). The *Secondary Plan* policies permit heights greater than this to take advantage of the slopes and strategic location of this Policy Area. The policy reads as follows:

The standard maximum building height in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with an upper maximum of six storeys. At the future intersection of the road access points and Byron Baseline, the maximum height is nine storeys and the upper maximum is 12 storeys. There shall be a transition to the interior of the Policy Area where buildings shall have a standard maximum height of 12 storeys with an upper maximum of 18 storeys for lands fronting onto the Central Pond and Green Space Policy Area. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of The London Plan. Applications exceeding the upper maximum heights will not be permitted without an amendment to this Plan in accordance with the Our Tools Section of The London Plan.

The draft *Secondary Plan* required a minimum height of three (3) storeys and permitted a maximum height of six (6) to nine (9) storeys at the future access points along Byron Baseline Road transitioning to a maximum of nine (9) to twelve (12) storeys fronting on the Central Pond and Green Space Policy Area. During the review of the Draft *Secondary Plan*, interest was expressed by members of the public, property owners and Staff for heights above what was contemplated in the policy. This interest was reviewed by Staff, and the heights were increased to the maximum height of nine (9) storeys and

the upper maximum is twelve (12) storeys at the access points and Byron Baseline Road, and maximum of twelve (12) storeys with an upper maximum of eighteen (18) storeys for lands fronting onto the Central Pond and Green Space Policy Area.

The Crestwood Policy Area would allow for a minimum height of two (2) storeys and a maximum of four (4) and an upper maximum of six (6). The Longworth Policy Area would allow for a minimum height of one (1) storey, a maximum height of three (3) and an upper maximum of four (4) storeys. These permissions are in keeping with *The London Plan* and the existing residential neighbourhoods, allowing for integration of new and compatible development.

Conclusion

The *Byron Gravel Pits Secondary Plan* is based on the parent policies of *The London Plan* and has been developed with community, department/agency and industry partner input. The *Secondary Plan* provides the policies and direction that will help shape and transform the Byron Gravel Pits Area to an exceptionally designed, high-density, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site. This Area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and connecting, existing and proposed facilities and amenities. Therefore, Staff are satisfied that the proposal represents good planning in the broad public interest and recommend adoption of the *Byron Gravel Pits Secondary Plan* and approval of the accompanying amendments to *The London Plan*.

Prepared by: Alison Curtis
Planner, Subdivision Planning

Michael Clark
Planner, Subdivision Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

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

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Development.

CC: Peter Kavcic, Manager, Subdivisions and Development Inspections
Britt O'Hagan, Manager, Current Development
Justin Adema, Manager, Long Range Planning & Research
Kevin Edwards, Manager, Community Planning
Mike Harrison, Manager, Subdivision Engineering

HM/BP/AC/ac
Y:\Shared\DEVELOPMENT SERVICES\Secondary Plans\Byron Pits

Appendix A: Adoption of the *Secondary Plan – The London Plan*

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 Byron Gravel Pits Secondary Plan area.

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

1. The Byron Gravel Pits Secondary Plan, as contained in Schedule “1” attached hereto and forming part of this by-law, is adopted.
2. Amendment No. (to be inserted by Clerk's Office) to 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.
3. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990*, c.P.13.
4. This by-law comes into effect on the day it is passed subject to this provisions of PART VI.1 of the Municipal Act, 2001.

PASSED in Open Council on April 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 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:

- 1) To adopt the “*Byron Gravel Pits Secondary Plan*” as a Secondary Plan under the Official Plan for the City of London, 2016;
- 2) To delete the existing specific policies 1168 in the Future Community Growth Place Type for the Byron Gravel Pits;
- 3) To amend the Byron Gravel Pits and Adjacent Lands Specific Policies 1537 and 1538 for Aggregate Resources to reflect the adoption of the *Byron Gravel Pits Secondary Plan*;
- 4) To add the “*Byron Gravel Pits Secondary Plan*” to the list of Adopted Secondary Plans in Policy 1565 of the Official Plan for the City of London, 2016;
- 5) To amend Map 1 – Place Types by redesignating the *Byron Gravel Pits Secondary Plan Area* from Future Community Growth, Neighbourhoods, and Environmental Review Place Types to reflect the land use designations in the *Byron Gravel Pits Secondary Plan*;
- 6) To amend Map 3 – Street Classification by modifying the alignment of Civic Boulevard (Commissioners Road West) to reflect the alignment approved through the Commissioners Road West Realignment Municipal Class EA;
- 7) To amend Map 4 – Active Mobility Network by updating the Cycling and Walking Routes within the *Byron Gravel Pits Secondary Plan Area* to reflect the multi-use pathways and promenade shown in the Byron Gravel Pits Secondary Plan; and
- 8) To amend Map 7 – Specific Policy Areas and add the *Byron Gravel Pits Secondary Plan Area*, and merge Specific Policy Area 66 into Specific Policy Area 67.

B. LOCATION OF THIS AMENDMENT

The *Secondary Plan Area* is located on the east side of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West, west of the existing development along Crestwood Drive, and north of the existing development and natural heritage features along Longworth Drive.

C. BASIS OF THE AMENDMENT

The Byron Gravel Pits and the adjacent lands are identified in *The London Plan* as an area for Future Community Growth requiring a secondary plan to be prepared to determine the appropriate place type(s), and to guide the long-term management and approval of growth on the lands.

Specific Policies within the Future Community Growth Place Type identify that it is anticipated that the long-term land use of this area will be a mix of mid-rise housing types and recreational uses based on a comprehensive plan for the rehabilitation and development of the gravel pit and adjacent lands.

The *Secondary Plan* establishes a vision, principles and policies for the future development of the area that is unique to the City. The *Secondary Plan* encourages a compact development form with a broad range of uses that are

integrated with surrounding land uses, planning for new parks and connections, and protecting the natural environment to ensure a balanced community.

The City of London undertook significant public engagement throughout the secondary plan process. The background studies, community and interested parties input, and proposed policies were, in turn, reviewed and assessed in the context of the *Provincial Policy Statement* and *The London Plan*, and used in the creation and finalization of the *Secondary Plan*.

The *Secondary Plan* will be used in the consideration of all applications including Official Plan amendments, zoning by-law amendments, site plans, consents, minor variances and condominiums within the Planning Area.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

- 1) Adopt the *Byron Gravel Pits Secondary Plan*, attached as Schedule “1”;
- 2) Specific Policies for the Future Community Growth Place Type are amended by deleting Policy 1168 in its entirety and the heading “Byron Gravel Pits”.
- 3) Specific Policies for Aggregate Resources are amended as follows:

Policy 1537 be revised and replaced by the policy below:

1537_ Within the *Byron Gravel Pits Secondary Plan* Area east of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West, as identified on Map 7 and the adjacent within the Future Community Growth Place Type, it is anticipated that the long-term land use of this area will be a mix of mid-rise housing types and recreational uses. Redevelopment of this area will be based on a comprehensive rehabilitation and development plan consistent with the *Byron Gravel Pits Secondary Plan*. Expansion of the existing licensed aggregate area and the realignment of Colonel Talbot Road may be considered if it can be demonstrated that this will assist in the rehabilitation of the existing gravel pits and that compatibility with surrounding land uses can be achieved.

Policy 1538 be revised and replaced by the policy below:

1538_ Aggregate resource areas adjacent to the Byron Gravel Pits are identified on Map 6. It is recognized that extraction of these resources may occur during the life of this Plan as a means of assisting in the overall rehabilitation of the Byron Gravel Pits. Consideration of the long-term development for the lands identified on Map 6 as aggregate resource areas adjacent to the Byron Gravel Pits will be incorporated and form a part of the studies being undertaken to achieve a comprehensive extraction, rehabilitation, and development plan for the lands in the *Byron Gravel Pits Secondary Plan* area shown on Map 7.

- 4) Policy 1565 be revised by adding the following:
 10. Byron Gravel Pits Secondary Plan
- 5) Map 1 – Place Types is amended by redesignating the *Byron Gravel Pits Secondary Plan* Area from Future Community Growth, Neighbourhoods, Environmental Review, and Green Space Place Types to Neighbourhoods, Green Space and Environmental Review Place Types as indicated on Schedule “2” attached hereto;

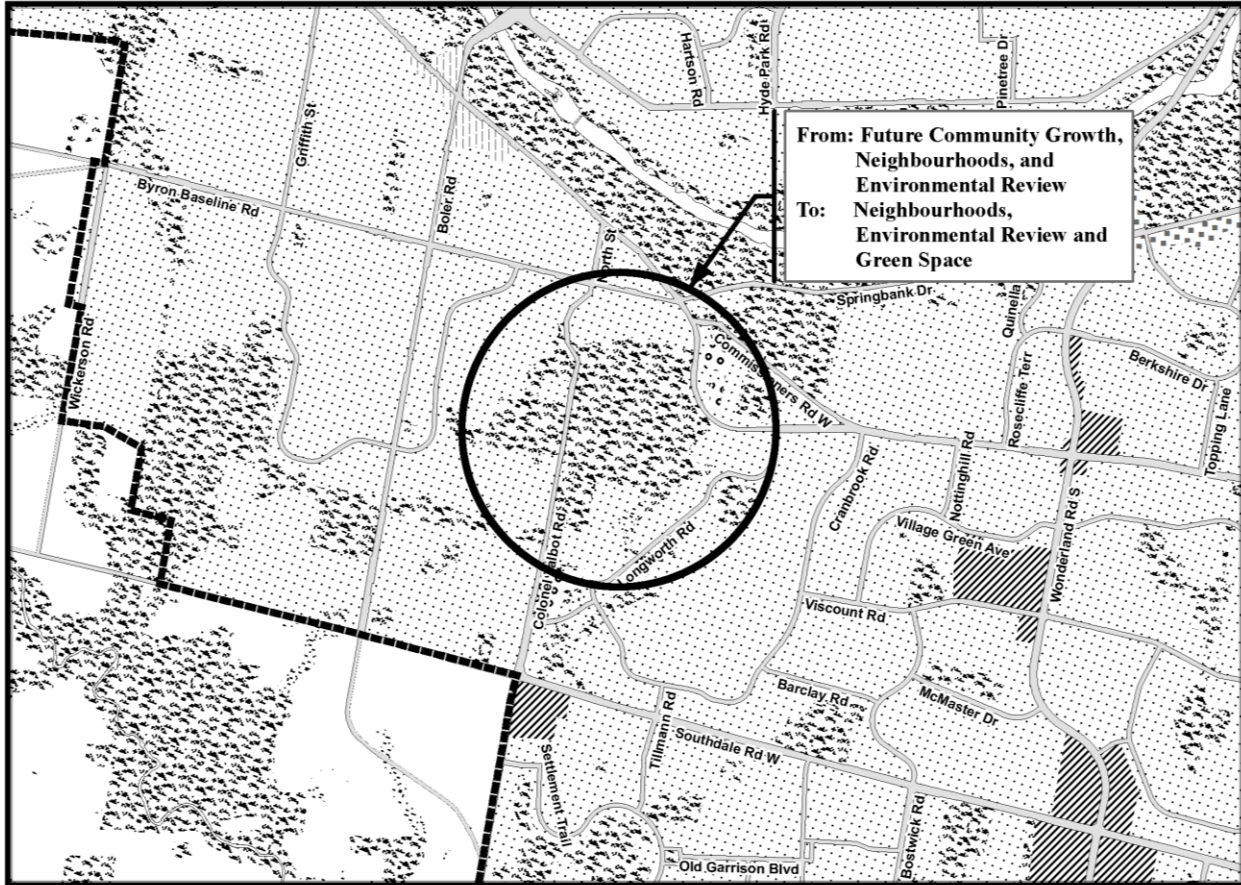
- 6) Map 3 – Street Classification is amended by modifying the Civic Boulevard (Commissioners Road West) within the *Byron Gravel Pits Secondary Plan* area to as indicated on Schedule “3” attached hereto;
- 7) Map 4 – Active Mobility Network is amended by adding and modifying the Cycling and Walking Routes within the *Byron Gravel Pits Secondary Plan* Area to as indicated on Schedule “4” attached hereto; and
- 8) Map 7 – Specific Policy Areas is amended by adding the boundary of the *Byron Gravel Pits Secondary Plan* Area and merging Specific Policy Area 66 into Specific Policy Area 67 as indicated on Schedule “5” attached hereto.

“Schedule 1”

“Schedule 2”

Amendment to The London Plan Map 1 – Place Types

AMENDMENT NO:



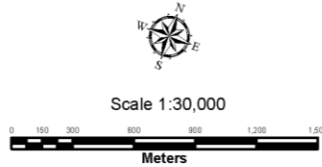
Legend

- | | | |
|------------------------|--------------------------|---|
| 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.

SCHEDULE 1
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



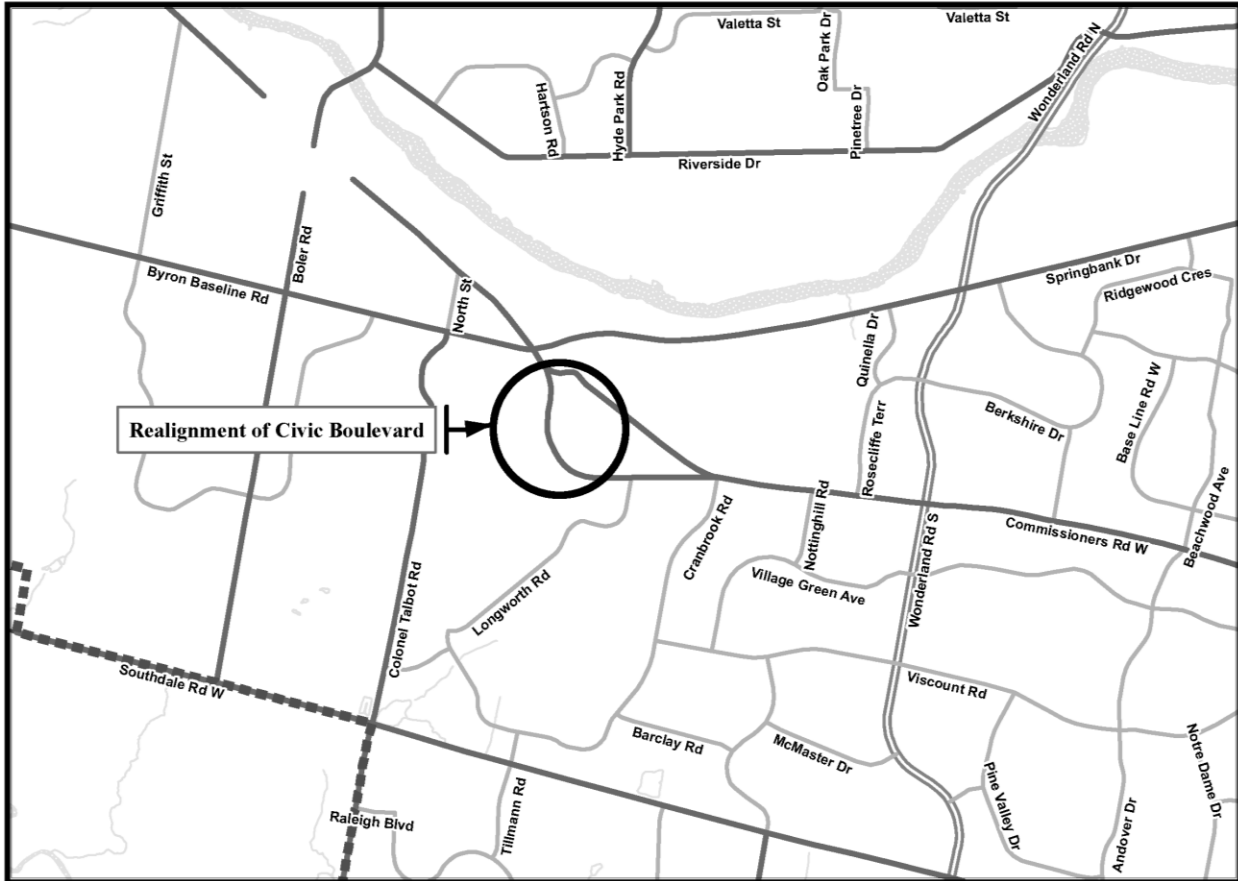
FILE NUMBER: O-8434
PLANNER: MC
TECHNICIAN: RC
DATE: 3/5/2024

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“Schedule 3”

Amendment to The London Plan Map 3 – Street Classification

AMENDMENT NO:



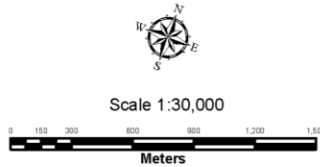
Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

SCHEDULE 2
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



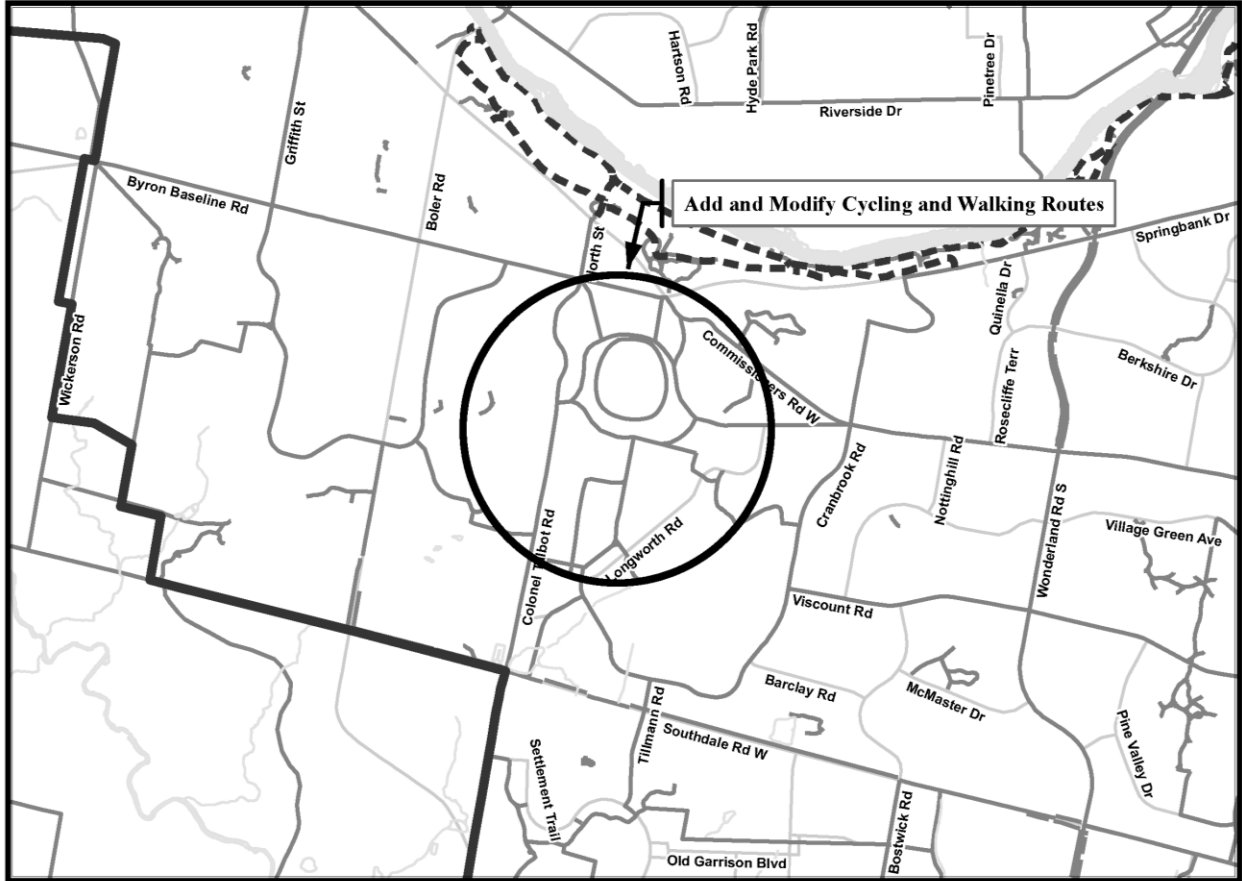
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PLANNER: MC
TECHNICIAN: RC
DATE: 3/4/2024

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“Schedule 4”

Amendment to The London Plan Map 4 – Active Mobility Network

AMENDMENT NO:



ACTIVE MOBILITY NETWORK

- Thames Valley Parkway
- Cycling and Walking Routes

Base Map Features

- Railways
- Water
- Streets (see Map 3)

This is an excerpt from the Planning Division's working consolidation of Map 4 - Active Mobility Network of the London Plan, with added notations.

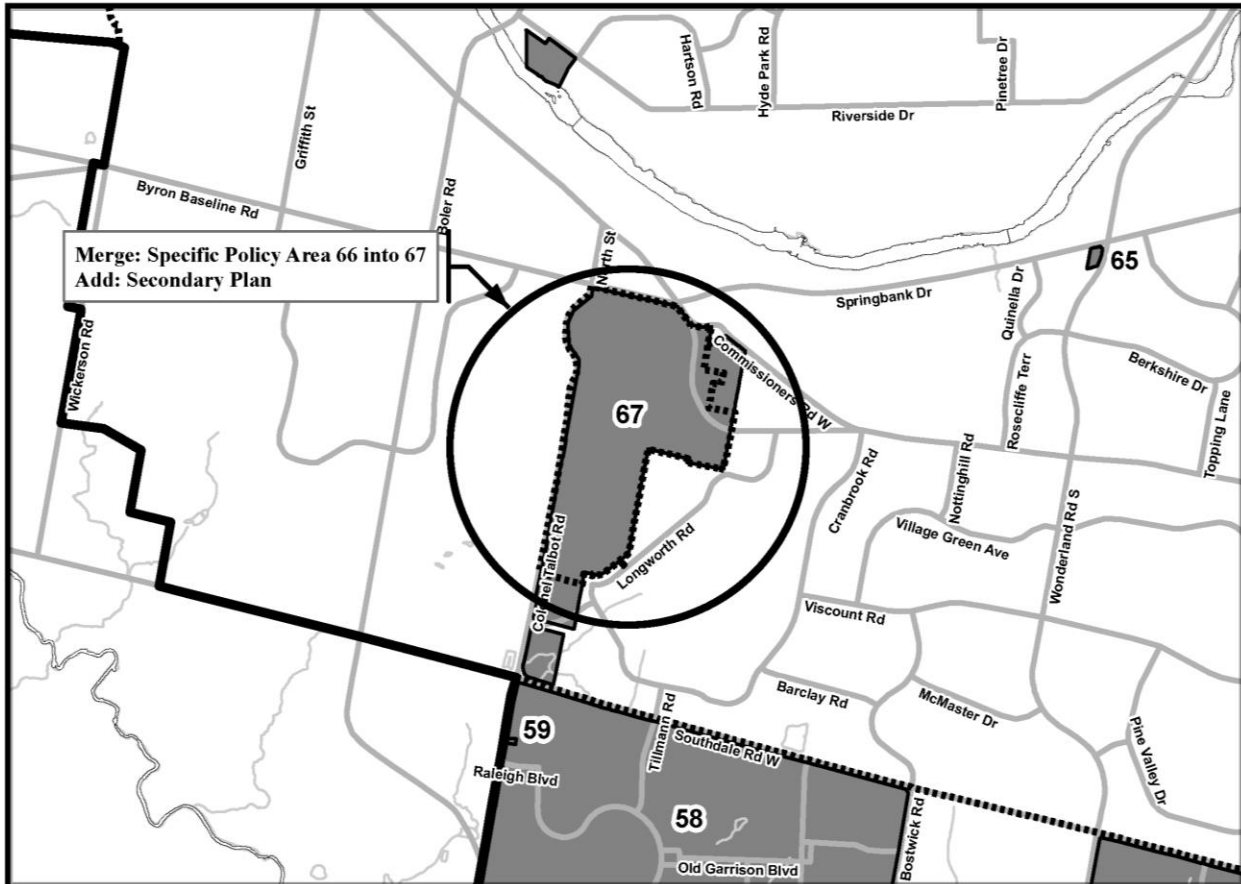
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“Schedule 5”

Amendment to The London Plan Map 7 – Specific Policy Areas

AMENDMENT NO:



Merge: Specific Policy Area 66 into 67
Add: Secondary Plan

LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

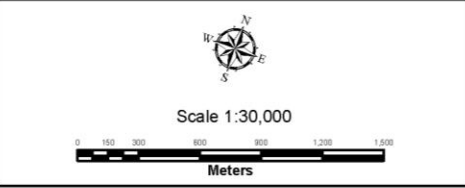
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 4
TO**
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-8434
PLANNER: MC
TECHNICIAN: RC
DATE: 3/5/2024

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Byron Gravel Pits Secondary Plan

March 2024



Content

1.0	Introduction	1
1.1	Background	1
1.2	Location	3
1.3	Purpose, Use and Interpretation	5
1.4	Vision, Principles and Objectives	6
1.4.1	Vision	6
1.4.2	Principles	6
2.0	Community Structure	12
2.1	Introduction	12
2.2	Policy Areas	15
2.2.1	Byron Baseline Policy Area	15
2.2.2	Crestwood Policy Area	16
2.2.3	Longworth Policy Area	16
2.2.4	Central Pond and Green Space Policy Area	16
2.3	Views and Connectivity	17
3.0	General Policies	19
3.1	Mobility and Public Realm	19
3.1.1	Linkages and Connections	19
3.1.2	Promenade	22
3.1.3	View Corridors and View Screening	23
3.2	Natural Heritage	24
3.2.1	Natural Heritage System	24
3.2.2	Protection of Significant Natural Features	26
3.3	Green Development	27

3.3.1 Green Development Requirements for New Development Applications

27

3.4	Habitat for Endangered and Threatened Species	28
3.5	Built Form	29
3.6	Affordable Housing	30
3.7	Servicing	31
3.7.1	General	31
3.7.2	Stormwater Management	31
3.7.3	Utilities and Telecommunications	33
4.0	Policy Areas	35
4.1	All Policy Areas	35
4.1.1	Permitted Uses	37
4.1.2	Extent of Policy Area	37
4.2	Byron Baseline Policy Area	37
4.2.1	Intent	37
4.2.2	Character	38
4.2.3	Permitted Uses	39
4.2.4	Built Form and Intensity	40
4.3	Crestwood Policy Area	43
4.3.1	Intent	43
4.3.2	Character	43
4.3.3	Permitted Uses	44
4.3.4	Built Form and Intensity	44
4.4	Longworth Policy Area	47
4.4.1	Intent	47
4.4.2	Character	47
4.4.3	Permitted Uses	47
4.4.4	Built Form and Intensity	48

4.5	Central Pond and Green Space Policy Area	50
4.5.1	Intent	50
4.5.2	Character	50
4.5.3	Permitted Uses	51
4.5.4	Policies	52
5.0	Implementation	54
5.1	Implementation of the Plan	54
5.2	Interpretation	55
5.3	Municipal Works	56
5.4	Official Plan	56
5.5	Plans of Subdivision, Plans of Condominium and Consent to Sever	56
5.6	Zoning By-law	56
5.7	Street Creation	57
5.8	Required Studies	58
5.9	Site Plan Approval	58
5.10	Guideline Documents	58
6.0	Schedules	60
	Schedule 1 - Boundary of Plan Area	61
	Schedule 2 - Community Structure Plan	62
	Schedule 3 - Natural Heritage	64
	Schedule 4 - Mobility Network	65
	Schedule 5 - Character Policy Areas	66
	Schedule 6 - The London Plan Place Types	67



1.0 Introduction

1.1 Background

The Byron Gravel Pits is a unique area within the City of London. The site contains an unusually deep glacial deposit has been used to produce sand and gravel products to supply the London and the surrounding area construction market for over 75 years. At a depth of over 60 metres, this deposit was one of the most productive aggregate resource areas in Ontario. Decades of gravel extraction have created the area's dramatic topography and central pond.

The City of London began the process of exploring the long-term planning for the gravel pits and future use of this area in the early 1990's. This work led to the development of the South-East Byron Area Plan which was approved in 1992.

As the aggregate reserves have been depleted and the extractive industrial operations are ending, there is a renewed focus of the future use of the gravel pit lands. In addition to the large scale, coordinated aggregate rehabilitation project, there is an opportunity to develop a unique community that integrates both the large open space and recreational lands with the surrounding potential future residential and mixed-use lands.

Consideration of potential future uses while progressive pit rehabilitation is underway allows for a coordination of restoration efforts to achieve a specific purpose, including making the shape of the pond more suitable for recreation activities, and introducing certain design elements and planting regimes for better habitat creation.

The process of developing a *Secondary Plan* for this area was initiated in 2016 and was in part prompted by a development proposal. At the same time, work was underway to complete an Environmental Assessment (EA) for the Commissioners Road West Realignment. The EA was completed in 2019, which identified the approved realignment of Commissioners Road West through the *Secondary Plan*. Following the completion of the EA, the City continued work on the *Secondary Plan*.



1.2 Location

The Byron Gravel Pits are located on the east side of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West. The property lies within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. The study area is comprised of 14 separate parcels, with some of the properties under similar ownership. There is one parcel, located in the northwest corner of the Study Area that is owned by the City of London. The remainder of the lands within the *Byron Gravel Pits Secondary Plan Area* are privately owned.



Figure 1 – Plan Boundary



The majority of this area has been licensed under the *Aggregate Resources Act* for sand and gravel extraction. In total, there were six (6) separate licenses within the area, each with a set of Site Plans which directed the operations and rehabilitation of the gravel pits. The aggregate licenses are under the jurisdiction of the Ministry of Natural Resources and Forestry, and the Ministry oversees compliance with operating conditions and rehabilitation of these sites.

In some cases, the land holdings have been leased by an operator to undertake the extraction of the aggregate. The complexity of ownerships and interests in the area requires a significant level of cooperation and coordination as the individual licensed areas are mined and rehabilitated. Over the years, considerable time and effort has been undertaken on a variety of studies and development proposals prepared by the private and public sectors dealing with the extraction, rehabilitation and after-use of the pits and the development of adjacent lands in this Area. On October 26, 2016, Council approved the Terms of Reference for the *Byron Gravel Pits Secondary Plan*, thereby directing Staff to undertake the development of a secondary plan to guide future development.

1.3 Purpose, Use and Interpretation

The purpose of the *Secondary Plan* is to establish a vision, principles, and detailed policies for the unique area of the *Byron Gravel Pits Secondary Plan* that provide a consistent framework to evaluate future development, that could occur along the perimeter of the former gravel pit operations, and public realm creation within the center, open space area. The intent of the policies is to provide direction and guidance to ensure the *Byron Gravel Pits Secondary Plan Area* evolves into a vibrant, connected, and mixed-use community that incorporates elements of sustainability, natural heritage, mixed-use development, walkability, passive and active recreation, and high-quality urban design.

The policies in this *Secondary Plan* apply to all properties in the boundary of the *Byron Gravel Pits Secondary Plan*. The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site. In general, only the perimeter of the *Byron Gravel Pits Secondary Plan Area* is suitable for residential and mixed-used development. As the ongoing rehabilitation of the site will determine the final grading, exact development limits will be subject to refinement at the time of any *Planning Act* applications.

The policies of this *Secondary Plan* provide a greater level of detail than the policies of the Official Plan, *The London Plan*. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this *Secondary Plan*, these policies are not repeated. As such, the policies of this *Secondary Plan* should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this *Secondary Plan* appear to be inconsistent, consideration will be given to the additional specificity of the *Secondary Plan*, and the *Secondary Plan* shall prevail.

The schedules that form part of this *Secondary Plan* have policy status, whereas other figures and photographs included in the *Secondary Plan* are provided for graphic reference, illustration, and information. The policies of this *Secondary Plan* that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this *Secondary Plan* will be implemented through mechanisms set out in this *Secondary Plan*, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this *Secondary Plan* to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.



1.4 Vision, Principles and Objectives

1.4.1 Vision

The *Byron Gravel Pits Secondary Plan* area will be an exceptionally designed, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site to provide for: a range of different recreational activities, both active and passive; an opportunity to maintain and grow our natural heritage system; and, create new and unique housing forms with varying levels of intensity. This Area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and linking, existing and proposed facilities and amenities.

1.4.2 Principles

The preparation of this *Secondary Plan* has been guided by a series of principles and objectives that are described below. Any amendments to this *Secondary Plan* shall be consistent with these principles.



1.4.2.1 Promote Unique Opportunities for Recreation

The *Byron Gravel Pits Secondary Plan Area* is unlike any other area in the City of London, shaped by years of aggregate extraction. The area is characterized by unique topography that features a central pond, tablelands, and steep side slopes.

The majority of the Area fronts on roads classified as Civic Boulevards (i.e., Byron Baseline Road, Colonel Talbot Road and Commissioners Road West). The policies will focus on creating a central Green Space for a range of unique recreational uses of regional significance, complemented and supported by a range of residential uses. The predominant open space and recreational uses should be augmented and balanced with residential, and cultural uses, promote season-long and year-round enjoyment and appreciation of the natural heritage features in and around the Area. A Master Park Plan will be prepared and adopted by the City to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area.

Connections to Springbank Park, the Arboretum, Reservoir Park, and other nearby trail systems and natural features and area, are to be encouraged and supported.

Objectives:

- i) Promote the use of the site for public and/or private recreational uses that are unique in London and the Region;
- ii) Optimize use of the unique features of the area including the central pond, high side slopes, viewsheds and topography;
- iii) Organize development and locate buildings within the landscape to maintain and enhance public access to important views. Development will not obstruct significant views and vistas from the public right-of-way;
- iv) Maintain a balance of active and passive recreational uses;
- v) Provide opportunities for public access for trails and recreational uses;
- vi) Consider opportunities for public acquisition of park and open space lands;
- vii) Enhance and compliment other recreational opportunities in the vicinity and in the broader region; and,
- viii) Design parks and recreational facilities to promote a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and be accessible that supports neighbourhood residents of all ages and demographics.



1.4.2.2 Create a Unique Community that Supports a Mix of Uses and Housing Types

The *Byron Gravel Pits Secondary Plan Area* is intended to be an inclusive, accessible, attractive, mixed-use and connected community with a range of housing and services for local residents integrated with a unique recreational area in the City.

Objectives:

- i) Ensure that a range and mix of housing types is provided within the limits of the *Secondary Plan* to achieve a balanced and inclusive residential community;
- ii) Achieve an urban form which makes effective use of land, services, recreational facilities, and related infrastructure;
- iii) Provide a mix of high-quality residential buildings that cater to the needs of all ages, stages of life and income groups;
- iv) Provide complementary, small-scale convenience commercial, community and commercial recreation uses within mixed-use buildings that are appropriate in a residential environment to serve the needs of local residents; and,
- v) Create an exceptional built form that incorporates the unique topography and physical landscape.

1.4.2.3 Create an Exceptional Community

The *Byron Gravel Pits Secondary Plan Area* is intended to integrate a range of uses that supports urban development, the natural heritage system, and unique active and passive recreational opportunities.

Objectives:

- i) Provide for a range of land uses including residential, small-scale commercial, open space, and recreational and leisure facilities;
- ii) Connect and integrate the new community to surrounding neighbourhoods through parks and natural areas, multi-use trails, pedestrian connections, and the street network;
- iii) Enhance recreational opportunities throughout the neighbourhoods by identifying opportunities for places and spaces that foster community identity and highlight the unique topography and habitats of this Area; and,
- iv) Showcase existing views and vistas throughout the Gravel Pit and further enhancement through building placement, street pattern, and location of trails and lookouts.



1.4.2.4 Create a Diverse and Resilient Natural Environment

Integrate the unique topography and natural features and areas in a sensitively designed built setting to distinguish the *Byron Gravel Pits Secondary Plan Area* as a high quality, master planned community and recreational destination in a unique and enhanced natural setting.

Objectives:

- i) Ensure appropriate environmental protection and mitigation through environmental studies to assess and confirm the status and significance of natural heritage features and areas as part of development applications;
- ii) Integrate parks, walking trails and multi-use trails appropriately with the natural environment to create a network of recreational and active transportation opportunities;
- iii) Enhance livable neighbourhood values using public green spaces and urban squares/parkettes as significant design features and by designing walkable and accessible neighbourhoods;
- iv) Support development patterns that provide visual and physical connectivity to natural feature areas, within and around the *Byron Gravel Pits Secondary Plan Area*,

in ways that are compatible with the protection of the Natural Heritage System;

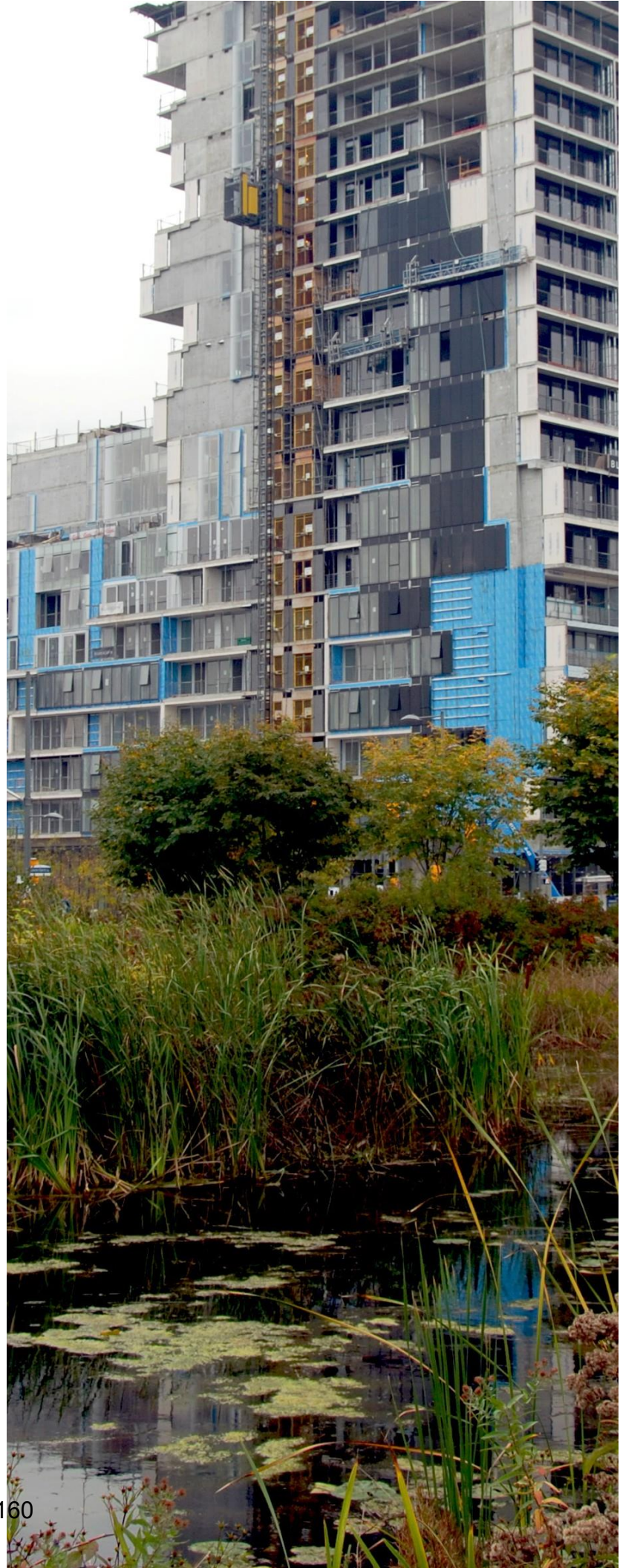
- v) Integrate protection, naturalization and restoration of a diversity of habitats suited to this Area;
- vi) Integrate strategic plantings of large statured, non-invasive trees to provide cooling, improve air quality and support outdoor activities in a context of climate change;
- vii) Support integration of appropriate on-site infiltration measures to achieve water balances and as part of stormwater management strategies in a context of climate change;
- viii) Provide Pathway Entrances designed as gathering places for residents of the surrounding neighbourhood and region, located at key access points along the multi-use pathway system at central and accessible locations connecting existing and growing neighbourhoods; and,
- ix) Encourage a built form, uses and site design that are attractive and supportive of alternative modes of transportation consistent with the City's Transportation Master Plan (latest version).

1.4.2.5 Sustainable Growth Management

Build sustainability into all aspects of the *Byron Gravel Pits Secondary Plan Area's* growth in an efficient and financially responsible manner.

Objectives:

- i) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods. Encourage a high standard of design, construction, and landscaping;
- ii) Promote green infrastructure and green building standards. Provide sustainable design strategies, in accordance with City standards, and optimum conditions for the use of passive and solar strategies;
- iii) Integrate publicly accessible networks of sidewalks, trails and multi-use paths with the surrounding trail system, and in particular, encourage connections to Springbank Park and nearby Green Space Place Types;
- iv) Plant native trees, non-native trees and vegetation to enhance biodiversity and resilience to climate change;
- v) Work with the Province to ensure compliance with the *Endangered Species Act* as it relates to confirmed habitat for Species at Risk in the Area; and,
- vi) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.







2.0 Community Structure

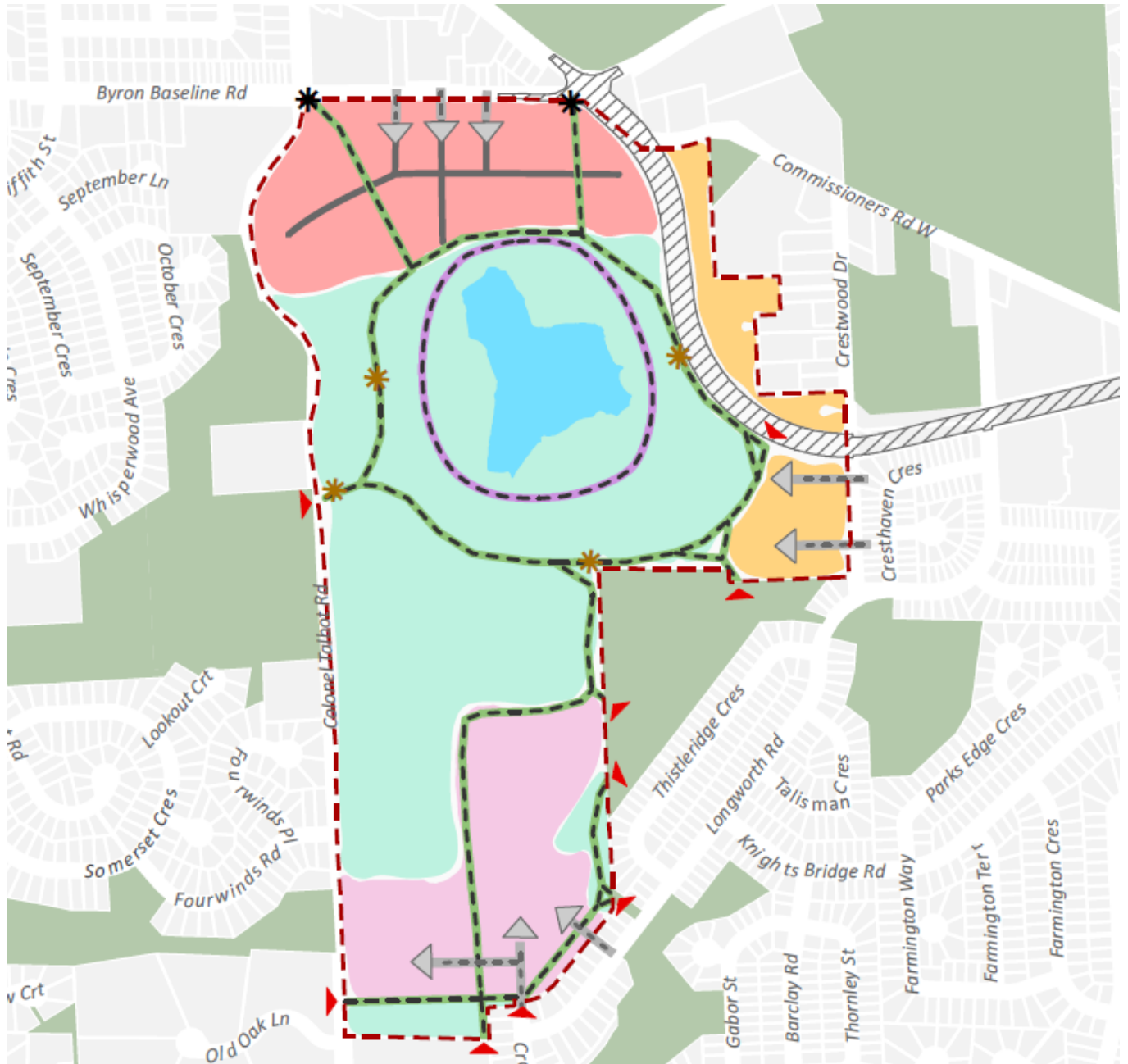
2.1 Introduction

The Community Structure Plan is illustrated in Schedule 2 of this *Secondary Plan* and sets out the overall framework for the physical and structural elements of the *Byron Gravel Pits Secondary Plan Area*. The elements described in this section are intended to assist with implementing the Vision and Principles for how the area will grow and develop relating to built form, servicing, the public realm, open space and recreation.

All Planning Applications proposing development within the *Byron Gravel Pits Secondary Plan Area* shall address the following key community structure objectives:

- i) Provide a range of housing types and choices that meet the needs of current and future residents within the limits of the *Secondary Plan*;
- ii) Direct medium and high-rise residential uses to the northern portion of the *Byron Gravel Pits Secondary Plan Area*;
- iii) Accommodate an interconnected multi-use pathway system as a defining feature of the *Byron Gravel Pits Secondary Plan Area*, linking natural heritage features and areas, parks, lookout points, stormwater management areas (including landscaped low impact development measures) and key community destination features;
- iv) Provide opportunities for focal points, such as lookout areas, seating areas, public art, and landscape features;
- v) Integrate access and visibility to privately-owned open spaces from adjacent streets and parks;
- vi) Integrate significant natural heritage features and areas with linkages to the broader open space system; and,

- vii) Provide residents with physical and visual opportunities that are accessible to everyone to enjoy nature in proximity to where they live, work and play.



- | | |
|--|----------------------------------|
| ✱ Gateway / Public Access | ▭ Study Boundary |
| ✱ Lookout | ▬ Road |
| ▶ Potential Pathway Entrance | ▬ Multi-use Pathway |
| ▭ Byron Baseline Policy Area | ▬ Promenade |
| ▭ Central Pond and Green Space Policy Area | ◀ Potential Road Access |
| ▭ Crestwood Policy Area | ▨ Commissioners Rd W Realignment |
| ▭ Longworth Policy Area | |

Figure 2: Community Structure Plan

2.2 Policy Areas

The area subject to the *Byron Gravel Pits Secondary Plan* has been divided into four Policy Areas. Some of the policies in the *Secondary Plan* apply to the entire area, while others are specific to the individual Policy Areas.

The *Secondary Plan* includes the following Place Types as shown on Schedule 6:

- i) Neighbourhoods: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- ii) Green Space: includes the central pond and natural heritage features; and,
- iii) Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The boundaries and unique characteristics of each Policy Area are described in the following sections.

2.2.1 Byron Baseline Policy Area

The Byron Baseline Policy Area is located in the northern portion of the *Secondary Plan*, and includes the frontage along Byron Baseline Road together with a portion of the existing alignment of Commissioners Road West and Colonel Talbot Road. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented; a focal point for the neighbourhood level services and civic functions; and, a gateway to the Byron Gravel Pit neighbourhood and natural areas.





2.2.2 Crestwood Policy Area

This area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Crestwood Drive. The Crestwood Policy Area is located in the eastern portion of the *Secondary Plan*. The adjacent areas are characterized by single detached residential developments, as well as a senior's residence. This Area is adjacent to Cresthaven Woods, a significant woodland, and in proximity to the Cresthaven Park. Realignment of Commissioners Road West, currently planned for 2035, constrains development within this Policy Area.

2.2.3 Longworth Policy Area

The Longworth Policy Area is located in the southern portion of the *Secondary Plan*. This Area is bounded by the top of the steep slopes created by the former aggregate extraction activities, some of which support habitat for Species at Risk. This Area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Longworth Road and Cranbrook Road.

Single detached residential development surrounds this Policy Area to the east, south and west. The Buttonbush Wetland, a Provincially Significant Wetland (PSW), is located nearby this Policy Area in the Longworth Neighbourhood, north of Southdale Road West. This Policy Area is constrained by the steep slopes around the central pond and it is anticipated that this Policy Area will be integrated with the existing residential neighbourhood to the southeast of the *Secondary Plan*.

2.2.4 Central Pond and Green Space Policy Area

The Central Pond and Green Space Policy Area includes the side slopes and a pond in the central portion of the site, also by-products of the former aggregate extraction activities, and natural areas not appropriate for development.

At the date of this Plan, the majority of this area remains privately owned. However, the City plans to explore opportunities to bring some or all of these central lands into public ownership to support the provision of passive and active recreational opportunities that take advantage of the area's unique topography and location.



2.3 Views and Connectivity

The *Byron Gravel Pits Secondary Plan* is located within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. Within these established neighbourhoods, the residential street pattern consists of cul-de-sacs, dead-end streets, or crescent-shaped streets which impacts the ability of the future development within the *Byron Gravel Pits Secondary Plan* area to connect with the existing street network. The limited developable lands and topography present an additional challenge for connectivity between the site and surrounding neighbourhoods. Through development, however, landowners are encouraged to create opportunities for connectivity within and outside the site, where possible, in a manner consistent with the adjacent developments.

Decades of aggregate extraction have created a unique topography with dynamic viewpoints and vistas. These visual and physical connections serve to link, or frame, significant elements of the natural, built and open space environments to each other, and are seen as important organizing community structure elements that are integral to the overall vision of the *Secondary Plan*. Creating a pedestrian and active transportation network will enhance these organizing elements and connect areas of residential development within the Gravel Pit Area. The Community Structure Plan identifies opportunities for the preservation, enhancement and creation of these visual and physical linkages. These opportunities are identified on the Community Structure Plan as Lookouts, Gateways/Public Access and Potential Pathway Entrances.





3.0 General Policies

The intent of this *Secondary Plan* is to provide a policy framework to guide future development and public projects in the *Byron Gravel Pits Secondary Plan Area*. Policies in this *Secondary Plan* support the vision by providing guidance on land use, open space and recreation, view corridors, connections, public realm design, servicing, and natural heritage.

3.1 Mobility and Public Realm

3.1.1 Linkages and Connections

Connections between the Central Pond and Green Space Policy Area and the surrounding pathway system, together with a strong multi-use pathway linkages to Springbank Park and the Arboretum, are priorities for the future development within the *Byron Gravel Pits Secondary Plan Area*. Recreational multi-use pathways with well-designed areas for viewing, gathering, and resting will provide unique recreational amenities and connectivity to surrounding neighbourhoods and the City-wide recreational pathway and park system.

The multi-use pathway network is shown on Schedule 4. These multi-use pathways are intended as recreational facilities for a variety of users, including but not limited to pedestrians, in-line skating, and cyclists with speed limitations, located within a park environment. They are typically asphalt surfaced and shall be designed in accordance with City standards. Lands required for this recreational pathway network may be acquired by the City in accordance with the municipal land dedication requirements of

the *Planning Act* or through purchase, donation, bequest and/or expropriation, or any other means authorized by law:



- i) Site design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community;
 - ii) Multi-use pathway development will be focused along the top of stable slopes between the existing street network, new development, and the lower areas of the rehabilitated pit for optimal recreational experience, accessibility, and delineation of public and private spaces;
 - iii) Multi-use pathways are to be designed with generous safety and operational buffer areas to slopes, adjacent properties, streets, and other uses in accordance with City standards and good design practices including clear sight lines, generous turning radii, and operational considerations such as grading, drainage, and materials;
 - iv) The alignment of multi-use pathways and trails within or adjacent to natural heritage features shall be consistent with the Trails in ESA Design Standards - City of London; and,
 - v) Natural heritage linkage will be established through the planning approvals process relating to applications for subdivision, land severance, site plan, and condominium.
- 3.1.1.1 Corridor Width
- The width of the multi-use pathway corridor will vary, but in all relevant cases will be adequate to meet the following functions:
- i) To serve as a natural heritage corridor linking natural heritage features both on private and public property;
 - ii) Pathway Gateway features along Byron Baseline Road, as identified on Schedules 2 and 4, will have a minimum frontage of 30 metres; and,
 - iii) To allow for a landscaped recreational pathway facility, a minimum corridor width of 15 metres is required, designed in accordance with City standards.

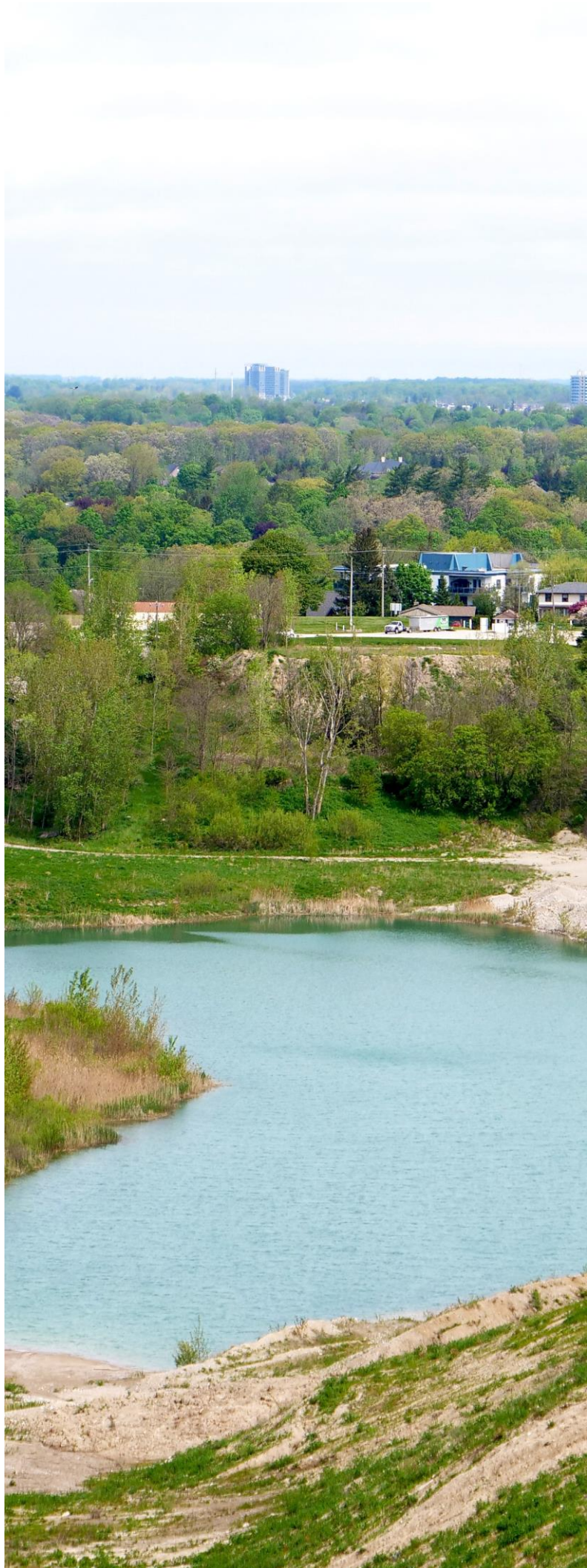


3.1.2 Promenade

A promenade is to surround the pond feature as shown on Schedule 4. The promenade is intended to function as an enhanced multi-use facility that is designed to serve the needs of residential, commercial, and emergency access, and achieve a high standard of urban design for the pedestrian realm to foster a shared space.

The development of the promenade and adjacent lands shall:

- i) Include an enhanced pedestrian promenade surrounding the pond feature as a multi-use pathway with landscaping, tree planting and site furnishings;
- ii) Adjacent development shall respond to the context of achieving an animated, activated and pedestrian-oriented amenity that is envisioned for the promenade;
- iii) Develop the portion of the promenade abutting the residential development as a shared use space that provides opportunities for small scale commercial uses that support the recreational use and activation of the pond area and to provide for access to both private development as well as the promenade;
- iv) Develop the promenade as a transition from the balance of the recreational and natural areas surrounding the pond to the neighbourhood; and,
- v) Develop the promenade to include a series of small vista parks and/ or platforms located along the pond to allow viewing and gathering opportunities.



3.1.3 View Corridors and View Screening

This area has an important history of aggregate extraction. The required visual screening of the sand and gravel operations resulted in the creation of berms and tree screens around the perimeter of the site. In some cases, the topography of the site also creates a visual screen, as is the case along Colonel Talbot Road. As the gravel pit area is restored and transformed, the views into the gravel pit should be reopened to invite the public into the central part of the site.

The creation of view corridors to establish a connection between the Central Pond and Green Space Area, and surrounding neighbourhoods, is encouraged. Any development application within the *Byron Gravel Pits Secondary Plan Area* will evaluate:

- i) View corridors from Byron Baseline Road and Commissioners Road West to the Gravel Pit area, as well as corridors and lookouts from the Crestwood and Longworth Policy Areas;
- ii) Maintain the existing view corridor along Colonel Talbot Road;
- iii) Screening, to the extent possible, of medium and high density residential and mixed-use development within the *Byron Gravel Pits Secondary Plan Area* from the residential area located west of Colonel Talbot Road; and,
- iv) Provide an Urban Design Brief that will be required to demonstrate how view corridors will be established or maintained.

3.2 Natural Heritage

3.2.1 Natural Heritage System

In accordance with the Environmental Policies of *The London Plan*, the diversity and connectivity of natural features and areas, and the long-term ecological function and biodiversity of the Natural Heritage System within the *Byron Gravel Pits Secondary Plan Area* will be identified, protected, enhanced and managed, including recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

It is important to recognize that there has been extensive alteration of the landscape within the *Byron Gravel Pits Secondary Plan Area*, through decades of aggregate extraction. For example, the Central Pond and dramatic slopes in the area have been created through the extraction and rehabilitation process.

There are also some wooded and successional areas around the perimeter of the former aggregate extraction areas, some of which are associated with the steep slopes which have also been recently documented as supporting habitat for Species at Risk. The Unevaluated Wetland and Unevaluated Vegetation Patches identified in Schedule 3 are to be subject to environmental review in accordance with the applicable environmental policies of *The London Plan* prior to any proposed re-development of the area:

- i) New development or site alteration will require a Subject Lands Status Report (SLSR) and an Environmental Impact Study (EIS), either as standalone or consolidated report, as set out in *The London Plan*, to:
 - a) Assess the extent and significance of the remnant natural features and areas in the *Secondary Plan Area*;
 - b) Identify linkages within and between these features and areas;
 - c) Confirm or refine the boundaries of components of the local Natural Heritage System with regards for the natural features and areas as well as open spaces in the adjacent lands;
 - d) Evaluate the anticipated impacts of any proposed development or site alteration on the Natural Heritage System in the *Secondary Plan Area* or in the adjacent lands; and,
 - e) Identify mechanisms to avoid impacts or, where impacts are unavoidable, measures to mitigate these impacts in accordance with the applicable policies and regulations.
- ii) Where non-provincially significant wetlands are identified, there shall be no net loss of the wetlands' features or functions. For these features, the City (in consultation with the local conservation authority, if applicable), may

consider the replacement of wetlands rather than in situ protection in accordance with the applicable policies in *The London Plan*.

- a) Wetland naturalization and/or creation around the margins of the Central Pond may be considered where appropriate.
- iii) Recognizing the long history of disturbance in the *Secondary Plan Area* and the importance of sustaining and enhancing the local urban forest for its ecological functions as well as its contributions to building community resilience to climate change, there shall be a no net loss of natural wooded areas, including successional treed and/or thicket habitats, and opportunities to enhance and expand these features in the *Secondary Plan Area* shall be explored through the development process.
- a) Development and site alteration shall not be permitted in significant woodlands, and appropriate buffers to these features are to be identified and implemented; and,
 - b) For significant woodlands that are relatively small and/or very disturbed and in poor condition, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
- iv) Recognizing the long history of disturbance in the *Secondary Plan Area* has created some types of significant wildlife habitat not previously documented, opportunities to protect and enhance these features in the Study Area shall be identified through the development process.
- a) For significant wildlife habitat, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
 - b) Significant wildlife habitat protection and/or creation may overlap with other protected and/or created natural heritage features and areas (e.g., wetlands and/or woodlands).
 - c) Assessments shall also consider local scale upland corridors that support plant and wildlife movement within the Study Area and to natural features and areas outside the *Secondary Plan Area*.



- v) Opportunities to enhance, restore and, where appropriate, expand the Natural Heritage System through Potential Naturalization Areas in locations aligned with the City's objectives for this *Byron Gravel Pits Secondary Plan Area* have been identified on Schedule 3. These opportunities may overlap and/or align with required replacement of wetlands, significant woodlands, woodlands and/or significant wildlife habitat elsewhere in the *Byron Gravel Pits Secondary Plan area*.
- vi) The City is supportive of exploring opportunities to protect existing and / or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*, in accordance with any applicable the *Endangered Species Act* and *Aggregate Resources Act* policies, and in consultation with the appropriate provincial agency(ies).

3.2.2 Protection of Significant Natural Features

Portions of the *Byron Gravel Pits Secondary Plan Area* meet the City's criteria for significant woodlands:

- i) Any development or site alteration proposal located adjacent to natural heritage features will be subject to all of the Environmental Policies of *The London Plan* and the *Provincial Policy Statement 2020*.
- ii) Naturalization, restoration and /or habitat creation is to integrate native and non-invasive species appropriate for the site and the target habitat(s).
- iii) Protection and enhancement of natural features should be detailed as part of any future landscape and park plans associated with future development applications.

3.3 Green Development

The *Byron Gravel Pits Secondary Plan* is based on a design in which one of the goals is to maximize the potential for sustainable development. This is achieved through such features as enhanced connectivity, mixed-use development, and an inter-connected open space system.

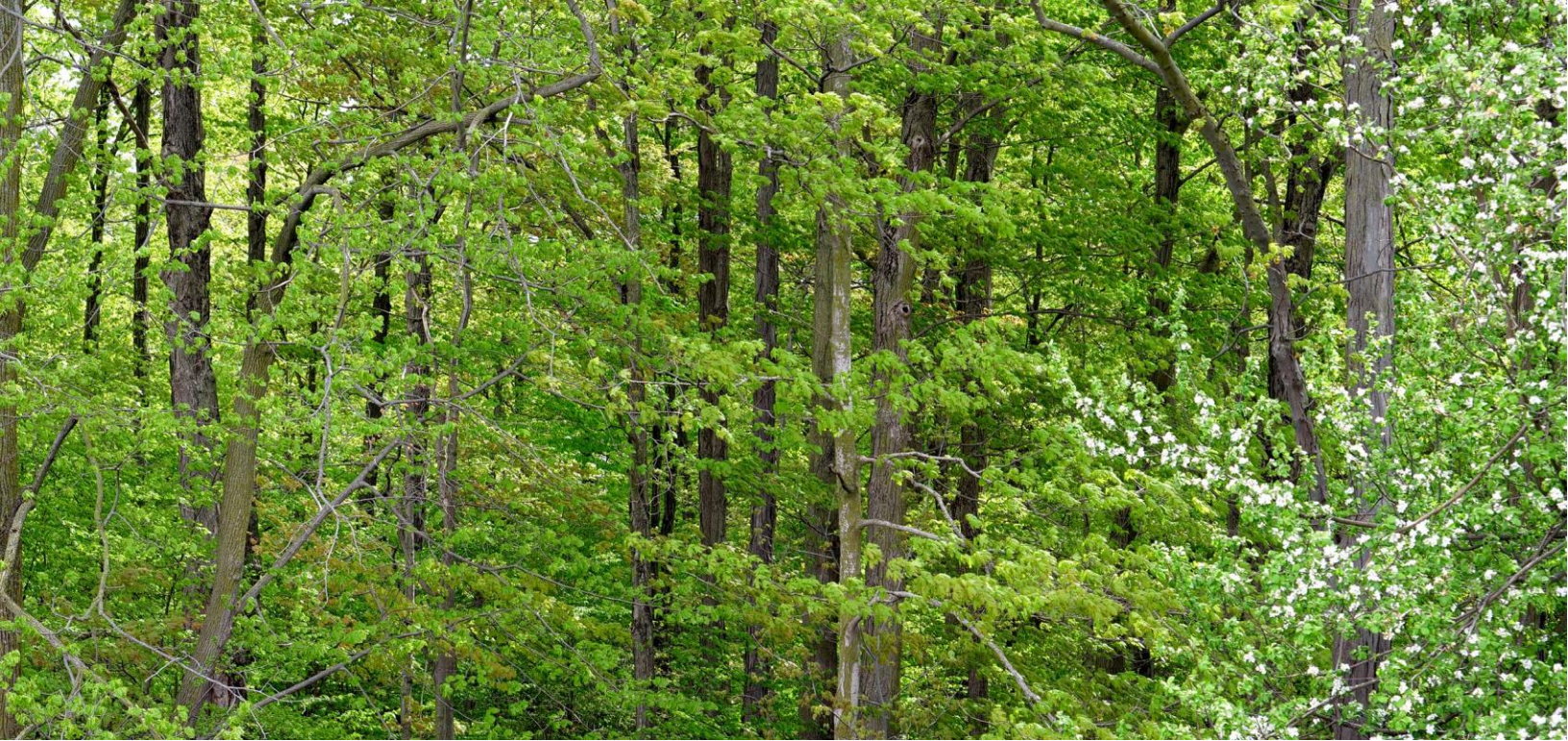
Through development applications, including site design and layout, proponents are encouraged to design and construct development to:

- i) Reduce the consumption of energy, land and other non-renewable resources;
- ii) Minimize the waste of materials, water and other limited resources;
- iii) Create livable, healthy and inclusive environments;
- iv) Maximize opportunities to incorporate green infrastructure;
- v) Reduce greenhouse gases;
- vi) Encourage pedestrian, transit and bike network access, as well as bike parking and storage.

3.3.1 Green Development Requirements for New Development Applications

As part of a complete application for development within the *Byron Gravel Pits Secondary Plan Area*, the applicant will demonstrate how the following are incorporated into the design of the proposed development:

- i) Green technologies consistent with the policies and objectives in the Green and Healthy City section of *The London Plan*;
- ii) LEED Neighbourhood Development principles or comparable green standard;
- iii) A range of residential dwelling types that support life-cycle housing, housing choice and affordability, and provide opportunities to age-in-place within the limits of the *Byron Gravel Pits Secondary Plan Area*;
- iv) Implement landscape design and plantings on private development sites which reduces the urban heat-island effect, improves air quality, moderates sun and wind, and improves ground water recharge;
- v) Retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist; and,
- vi) Quality materials for buildings that are durable and have high levels of energy conservation.



3.4 Habitat for Endangered and Threatened Species

Habitat for a provincially threatened bird species has been confirmed within the *Byron Gravel Pits Secondary Plan Area*. It is possible that habitat for other endangered and/or threatened species may be identified or confirmed through further environmental studies. Due to the Study Area's status as a gravel pit undergoing rehabilitation, application of both the Province's *Endangered Species Act* and *Aggregate Resources Act* must be considered together as long as the aggregate license remains active. As such, the following special policies apply:

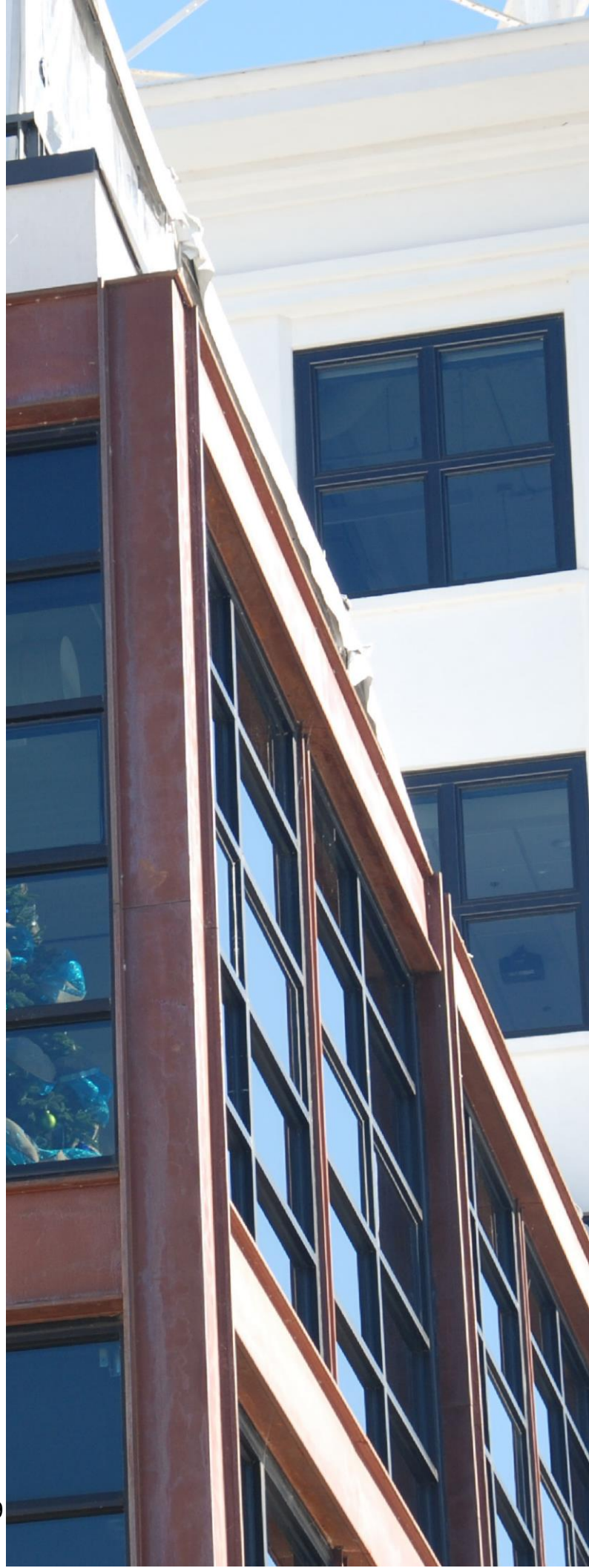
- i) Ecological Studies to screen for, confirm and delineate habitat for endangered and /or threatened species shall be completed prior to any proposed re-development within the *Secondary Plan Area*;
- ii) Where habitat for a provincially endangered or threatened species is confirmed, the proponent (whether it be a private landowner, the City, or other) shall work with the Province of Ontario to ensure compliance with the *Endangered Species Act* and *Aggregate Resources Act*, if applicable;
- iii) The City is supportive of exploring opportunities to protect existing and/or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*;
- iv) The City is willing to work with other landowners in the Study Area to help protect existing and/or create new habitat for extant endangered and/or threatened species on lands under its ownership within the *Secondary Plan Area* where opportunities exist, in consultation with the Province and in accordance with the applicable legislation; and,
- v) The City is willing to collaborate with other landowners and other interested parties to help protect and monitor existing and/or created habitat for endangered and/or threatened species in the Study Area, in consultation with the Province and in accordance with the applicable legislation.

3.5 Built Form

The *Byron Gravel Pits Secondary Plan Area* will contain a mix of low- to high-rise development. The vision contemplates a variety of building typologies, including singles, townhouses, apartments, and multi-storey mixed-use buildings.

The following general policies apply:

- i) Adequate setbacks shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law;
- ii) Buildings and structures located at the termination of vistas/ view corridors shall incorporate architectural design elements and massing that enhances the terminal view;
- iii) Garage entrances shall be oriented such that they do not terminate a vista/view corridor;
- iv) Buildings and structures located adjacent to natural heritage features should incorporate architectural element and massing that is compatible with the feature, and should be oriented to take advantage of their location adjacent to the natural heritage feature; and,
- v) To minimize private property interfaces with significant natural heritage features, planning and design measures will be integrated, which may include, where appropriate, features such as: window streets, and public parkland and/ or public access adjacent to natural heritage features are encouraged..





3.6 Affordable Housing

The development of the Byron Gravel Pit *Secondary Plan* will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall apply to the *Byron Gravel Pits Secondary Plan Area*:

- i) A 25% affordable housing component at a minimum of 80% the average market rate for a period of 25 years should be encouraged within the limits of *Byron Gravel Pits Secondary Plan Area* through a mix of housing types and sizes;
- ii) Opportunities for affordable housing shall be integrated into neighbourhoods and developments that provide an opportunity for a balanced mix of tenure and housing prices;
- iii) A variety of unit and housing types, including bachelor, 1, 2, and/or 3-bedroom units, should be included in new development applications to allow a diverse range of families to reside in the area while also providing homes that are inherently more affordable;
- iv) Provide people with the opportunity to live and work near present or prospective jobs in the *Byron Gravel Pits Secondary Plan Area*;
- v) Innovative design elements, building techniques, or other tenure arrangements for residential developments shall be encouraged in order to increase the provision of affordable housing;
- vi) Additional Residential Units to support housing choice are encouraged, in accordance with the policies of *The London Plan*; and,
- vii) Each proposal for site-specific development will be assessed on its ability to contribute to a range of housing alternatives options and supportive amenities.



3.7 Servicing

3.7.1 General

Municipal infrastructure is located within proximity to the *Byron Gravel Pits Secondary Plan Area*. Available capacity and any required upgrades to the existing infrastructure will be assessed through future development applications, primarily Draft Plan of Subdivision and Site Plan Applications, in accordance with City standards.

In accordance with established policies, municipal infrastructure will be designed and constructed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted infrastructure servicing strategies.

The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site.

3.7.2 Stormwater Management

- i) In considering options for stormwater management, the following principles will apply:
 - a) Stormwater Management (SWM) measures will be designed to provide stormwater quality, quantity, erosion and water balance control targets identified for each policy area;
 - b) The SWM Strategy and associated control targets (e.g., water balance, are to be developed in accordance with the requirements of the natural heritage system to ensure environmental and ecological integrity, and to ensure functionalities are preserved and maintained). Appropriate water balance objectives and mitigation measures should also ensure any groundwater/surface water interactions are maintained across the *Byron Gravel Pits Secondary Plan Area*;
 - c) Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens/bioretention, green roof systems, or infiltration systems. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan Area;



- d) Development may be accommodated by available stormwater outlets and required control targets. A municipal stormwater management strategy would be required to service the Municipal Right-of-Way and new development. Permanent Private Systems (PPS) may provide the required stormwater targets for development blocks. Where existing SWM measures exist and are to service future developments (e.g. Longworth Policy Area), the development area will be designed to meet development conditions accommodated by the existing infrastructure or include PPS strategies supported by existing infrastructure. The SWM outlet for the Crestwood Policy Area is anticipated to be provided by the future Commissioner's Road West.
- e) Stormwater management systems shall be designed to contribute to the aesthetic components of the greenlands system and support natural heritage features or cultural heritage landscapes at any time in the land development process.
 - ii) In accordance with established policies, stormwater management infrastructure will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted Stormwater Management Strategy for each Policy Area. Where permitted, Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage.
 - iii) The implementation of SWM Best Management Practices (BMPs) is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical

conditions and land development within the Plan Area.

- iv) Stormwater management strategies shall be incorporated into all parking and other hard surface development.

3.7.3 Utilities and Telecommunications

- i) All local power and telephone lines and other cable services serving the *Byron Gravel Pits Secondary Plan Area* shall, where possible, be located underground and be grouped into a single utility conduit.
- ii) Utility services shall be permitted in all land use designations.
- iii) The City will support the provision of electronic communications technology involving high-capacity fiber optics to enhance telecommunications services within the *Byron Gravel Pits Secondary Plan Area*.
- iv) Utilities are to be located to provide for a landscaped growing area that supports tree longevity.
- v) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.







4.0 Policy Areas

The following character areas form place types unique to the *Byron Gravel Pits Secondary Plan* as shown on Schedule 5. These areas have separate identified character elements, which are defined in the character area policies. The character area policies and general policies of this Plan work together to fulfill the purposes of this *Secondary Plan*.

4.1 All Policy Areas

The *Byron Gravel Pits Secondary Plan Area* is envisioned as a dynamic mixed-use community providing for a range of uses and housing forms, centered around the pond and natural features within the Pit. The Intent, Character, Permitted Uses and Built Form and Intensity for each Policy Area are outlined in the following sections. The four policy areas and their general intent are:

- i) The Byron Baseline Policy Area forms the mid- to high-rise, mixed-use portion of the *Byron Gravel Pits Secondary Plan* and is to be pedestrian oriented. This area will further serve as a gateway to the community and including the Central Pond and Green Space Area.
- ii) The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road West and will be integrated with residential areas to the east of the *Byron Gravel Pits Secondary Plan Area*.
- iii) The Longworth Policy Area will provide a range of residential housing forms in the southern portion of the *Byron Gravel Pits Secondary Plan Area* which will be integrated with the residential neighbourhood to the south-east of the *Byron Gravel Pits Secondary Plan Area*.
- iv) The Central Pond and Green Space Policy Area is to provide passive recreational opportunities within the neighbourhood.

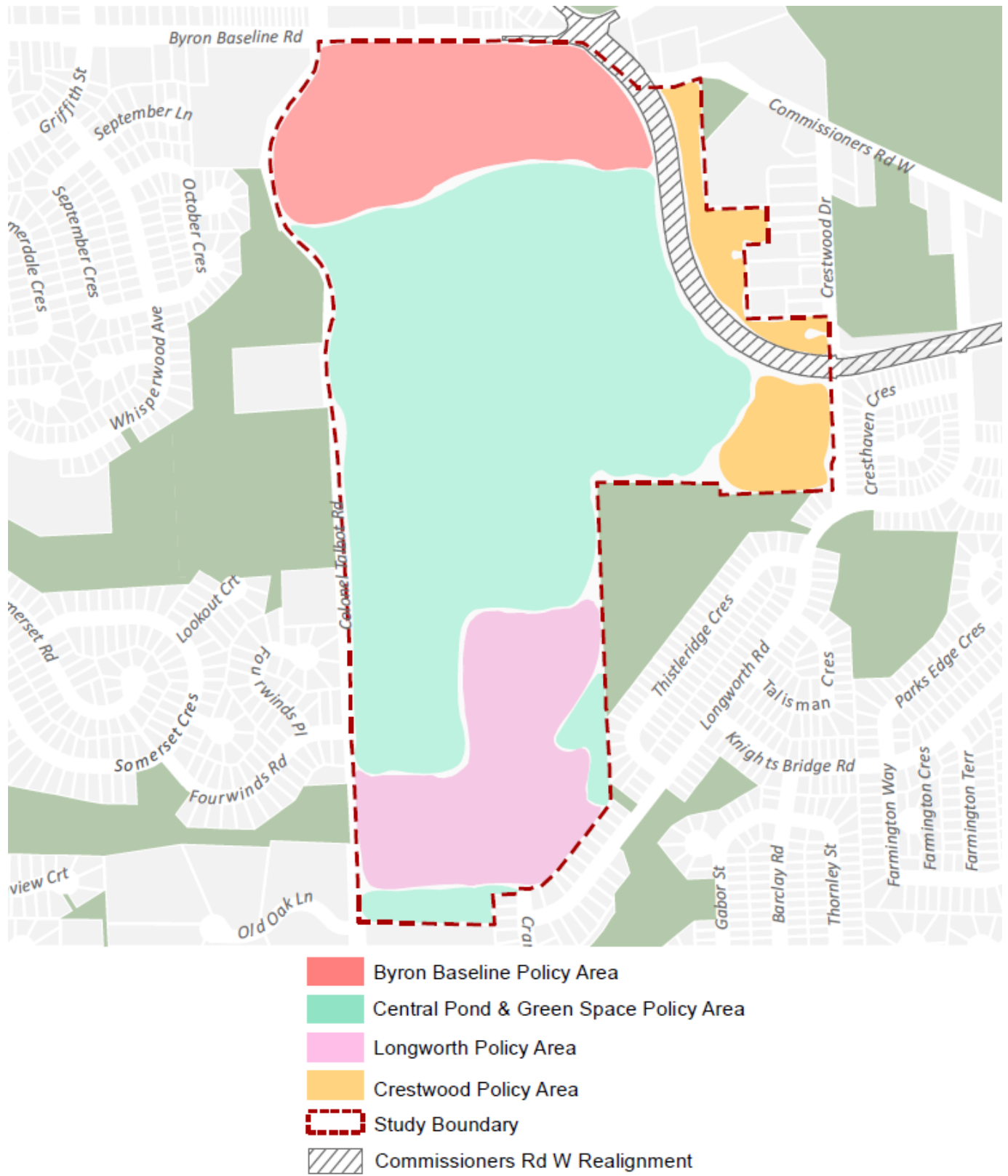


Figure 3: Character Policy Areas



4.1.1 Permitted Uses

Permitted uses in this *Secondary Plan* are specific to the Policy Area and will be outlined below.

4.1.2 Extent of Policy Area

The exact limit of the developable area within the Byron Baseline, Crestwood and Longworth Policy Areas shall be determined through future development applications. Development applications will be required to submit the appropriate technical reports, including a Geotechnical Report (outlining the stability of the slope), and studies that assess the feasibility of providing access and municipal services. Appropriate and safe setbacks shall be determined prior to any rezoning of the lands within the *Byron Gravel Pits Secondary Plan Area*.

4.2 Byron Baseline Policy Area

4.2.1 Intent

The Byron Baseline Policy Area fronts onto Byron Baseline Road between Colonel Talbot Road and Commissioners Road West as shown on Schedule 5. Multi-use pathways will connect the Gravel Pit to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West and to the parks and pathway system, including Springbank Park and the Arboretum. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed- used district that is pedestrian-oriented, a focal point for the neighbourhood level services and civic functions, and a gateway to the Byron Gravel Pit neighbourhood and natural areas, including the Central Pond and Green Space Policy Area.

There are constraints on development within this area due to the steep slopes and Commissioners Road West Realignment. There are suitable areas for mid- to high-rise development in the northwest, near the intersection of Byron Baseline Road and Colonel Talbot Road, and northeast, near the intersection of Byron Baseline Road and Commissioners Road West. Vehicular access to development will be from connections to Byron Baseline Road given there is no available, direct access to Colonel Talbot Road or Commissioners Road West. meaning.

4.2.2 Character

The Byron Baseline Policy Area is planned to be a walkable and accessible urban mixed-use “main street” at a pedestrian scale. Buildings will be oriented to the street to create a vibrant human-scale streetscape that supports transit services and mobility options. Minimum and maximum setbacks, building heights and other regulations may be implemented in the Zoning By-law to achieve the desired built form and shall be assessed relative to the average grade of the centreline of Byron Baseline Road. Buildings located on corner lots or adjacent to the Central Green Space will be oriented to provide a primary face on both street frontages, and/or the Central Pond and Green Space. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape.

In addition to requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Establish a human scale along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West using streetscaping that prioritizes pedestrians and active transportation through the provision features, such as wide sidewalks, bicycle paths, street furniture, trees, landscaping, lighting, and other streetscape elements.
- ii) Site and orient buildings to address Byron Baseline Road and the intersections with the future road accesses and Commissioners Road West.
- iii) Animate the streetscape along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West with active ground floor uses, including small-scale commercial, offices and residential within mixed-use buildings.

- iv) Incorporate a variation in building heights to establish visual interest in the skylines and establish views to the Central Pond and Green Space.
- v) Create multi-use pathway corridors which connect to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West to the Central Pond and Green Space.
- vi) Maintain and enhance a view corridor into the site from Byron Baseline Road.
- vii) Develop a Promenade laneway adjacent to the pond with barrier-free access points.



4.2.3 Permitted Uses

A range of residential and commercial uses are permitted and encouraged within the Byron Baseline Policy Area

4.2.3.1 Residential Uses

Residential uses shall be permitted within standalone or mixed-use buildings. A residential component shall be required as part of any mixed-use development in this designation. In order to achieve the focal point function of the Byron Baseline Policy Area, residential uses within mixed-use buildings shall be located primarily on the second floor or above and non-residential secondary permitted uses shall be located primarily to the ground floor of mixed-use buildings. Non-residential secondary uses may also be located on the ground floor of any residential unit within a live-work built form.

Residential units located on the ground floor should encourage street level activity through features such as pedestrian entrances and porches. Permitted residential uses include:

- i) Apartments;
- ii) Townhouses; and,
- iii) Stacked Townhouses.

4.2.3.2 Commercial and Community Uses

Permitted small-scale convenience commercial, office, community and commercial recreation uses include those which are appropriate in a residential environment, provide a service to local residents, and which do not adversely impact neighbouring residential uses. These uses will only be permitted within mixed-use buildings with a residential component and in a small-scale format, up to a maximum Gross Floor Area of 300 square metres per use. These uses could include, but may not be limited to:

- i) Office uses including medical/dental offices, located on the second floor and above in residential mixed-used buildings;
- ii) Retail stores;
- iii) Restaurants;
- iv) Personal service establishments;
- v) Private and commercial schools;
- vi) Convenience stores;
- vii) Day care centers;
- viii) Specialty food stores;
- ix) Studios and galleries;
- x) Fitness and wellness establishments; and,
- xi) Financial institutions.

4.2.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) The heights of buildings along Byron Baseline Road shall transition downward from a maximum height at the Road Access Points and will decrease towards the intersections with Commissioners Road West and Colonel Talbot Road.
- ii) Building height will also transition inwards towards the center of the Gravel Pit with the greatest heights being located adjacent to the Central Pond and Green Space Policy Area.
- iii) Buildings in the Byron Baseline Policy Area shall have a minimum height of two storeys.
- iv) The standard maximum building height in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with an upper maximum of six storeys. At the future intersection of the road access points and Byron Baseline, the maximum height is nine storeys and the upper maximum is 12 storeys. There shall be a transition to the interior of the Policy Area where buildings shall have a standard maximum height of 12 storeys with an upper maximum of 18 storeys for lands fronting onto the Central Pond and Green Space Policy Area. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum heights will not be permitted without an amendment to this Plan in accordance with the Our Tools part of *The London Plan*.
- v) Buildings will be oriented to Byron Baseline Road and the Central Pond to create a vibrant human-scale streetscape that supports transit services.
- vi) Buildings located adjacent in proximity to parks and open spaces will provide opportunities to overlook into the open space.
- vii) Buildings should be designed to accommodate for permitted non-residential uses with residential uses located above.
- viii) The ground floor height of all buildings shall be greater than the height of any upper storey.
- ix) Windows and overhead pedestrian sheltering, taking into account Bird Friendly Design, are encouraged to be incorporated into the building ground level, especially facing streets. Ensure the weather protection reflects the building's architecture.
- x) All parking, storage and loading areas should be located in the interior and rear yard and shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- xi) The massing, siting and scale of buildings located adjacent to Byron Baseline Road, or along the edge of the Central Pond and Green Space Policy Area will orient their principal elevations/ entrances to these frontages and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Byron Baseline Road or the Central Pond and Green Space Policy Area.



- xii) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads and the Gateway/Public Access on Byron Baseline Road.
- xiii) Provide direct lines of sight from windows and balconies to the sidewalk and adjacent to the Central Pond Area.
- xiv) The ground floor elevation of buildings should step down along sloped frontages to reduce the exposure of foundations and avoid the need for ramps and retaining walls.
- xv) Development and its associated ground disturbance and grading shall provide for adequate buffer to the existing natural features.
- xvi) The implementing Zoning By-law shall include details with respect to front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.
- xvii) Building setbacks adjacent to Byron Baseline Road will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees, and will be located close to the property line adjoining the public road.
- xviii) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space and/or a residential lot, special landscaping/ building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.



- xix) Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened from the Gateway/Public Access and the Central Pond.
- xx) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement;
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development; and,
 - d) Not exceed 200 metres in length, to facilitate pedestrian connectivity.
- xxi) Each development block will:
 - a) Have frontage on a public road or Central Pond and Green Space Policy Area; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General
- xxii) Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- xxii) Vehicular access to the Byron Baseline Policy Area from the surrounding street network will only be provided from Byron Baseline Road. No access to the realigned Commissioners Road West and Colonel Talbot Road shall be available to the Policy Area.
- xxiii) Site design will provide mid-block pedestrian connections, as identified on Schedule 2 to facilitate access and views to the Central Pond and Green Space Policy Area.

4.2 Crestwood Policy Area

4.2.5 Intent

The Crestwood Policy Area is located on the eastern extent of the *Byron Gravel Pits Secondary Plan Area* on the northeast and south sides of the Commissioners Road West realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road West is permitted, so development will not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the *Secondary Plan*.

4.2.6 Character

The Crestwood Policy Area will be urban residential in nature and will not allow for the identified range and size of non-residential uses anticipated in the Byron Baseline Policy Area. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility and integration with existing neighbourhoods to the east of the *Byron Gravel Pits Secondary Plan Area*;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.



4.2.7 Permitted Uses

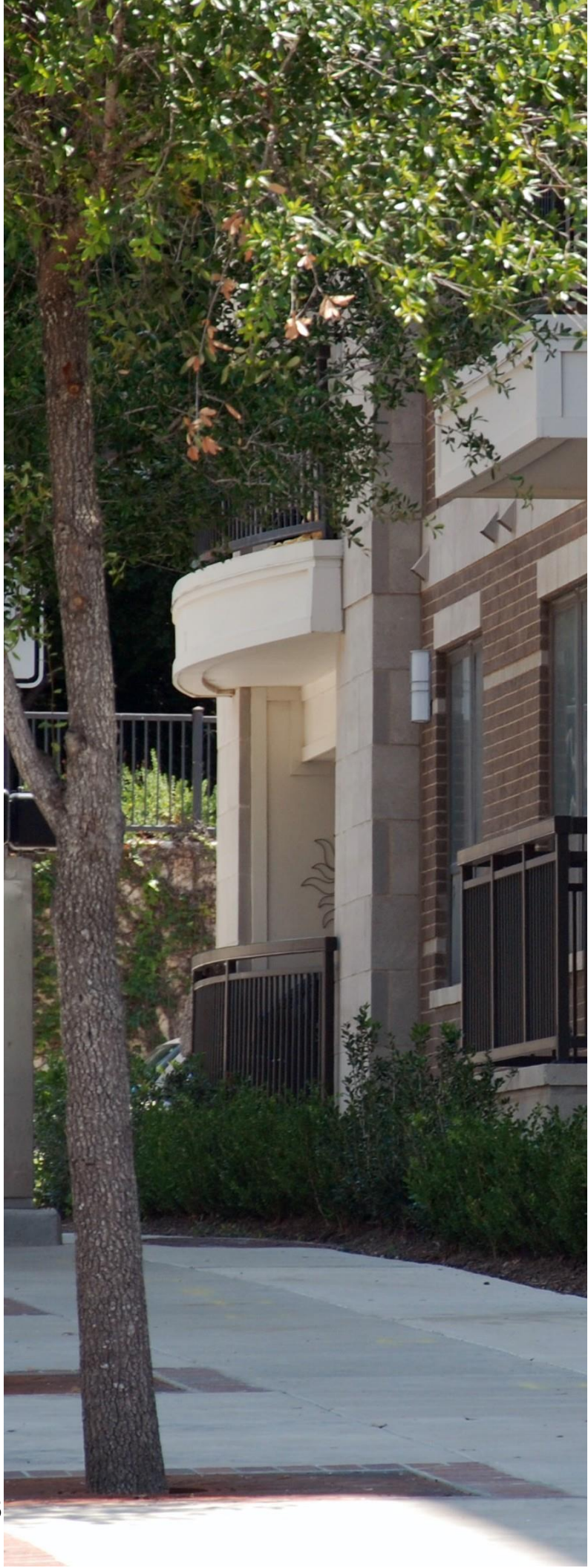
Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, street townhouses, converted dwellings and cluster housing. Street townhouses, stacked townhouses, triplexes and fourplexes are permitted where appropriate based on *The London Plan* policies.

4.2.8 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban residential neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This Policy Area will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.

- iv) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement; and,
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- v) Each development block should:
 - a) Have frontage on a public road; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- vii) The implementing Zoning By-law shall include details with respect to front and exterior side yard setbacks for the various anticipated development forms and types to achieve the desired built form.





- viii) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
 - a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, and the Central Pond Area;
 - b) Clear, unobstructed views to the Central Pond Area shall be provided from the street; and,
 - c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- ix) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- x) Townhouse units are encouraged to provide design elements that support activity in the front setback.
- xi) Built form that is three storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xii) Buildings located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xiii) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xiv) Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road West shall be available to the Policy Area.

4.3 Longworth Policy Area

4.3.1 Intent

The Longworth Policy Area is located on the southern extent of the *Byron Gravel Pits Secondary Plan* Area on the east side of Colonel Talbot Road as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form.

Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to and integrated with these existing uses.

4.3.2 Character

The Longworth Policy Area will be urban residential in nature and will not allow for the range and size of non-residential uses anticipated in the other Policy Areas of the *Secondary Plan*. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility with existing neighbourhoods;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.

4.3.3 Permitted Uses

Permitted uses in the Longworth Policy Area include single detached, semi-detached, street townhouses duplex, and converted dwellings with the exception of cluster housing. Street townhouses and stacked townhouses are permitted where appropriate based on *The London Plan* policies.



4.3.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Longworth Policy Area shall be a minimum of one storey, a standard maximum of three storeys, and an upper maximum of four storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- iv) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement; and,
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.



- v) Each development block will:
 - a) Have frontage on a public road; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) Notwithstanding the provisions of this *Secondary Plan*, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- vii) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- viii) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- ix) Townhouses located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- x) Single detached dwellings and townhouses, located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xi) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xii) Vehicular access to the Longworth Policy Area from the surrounding street network should be provided from Cranbrook Road and Longworth Road.



4.4 Central Pond and Green Space Policy Area

4.4.1 Intent

The Central Pond and Green Space Policy Area identified in this *Secondary Plan* is meant to provide for high quality, regional-level recreational amenities and facilities at this unique and unprecedented site within the City of London.

Lands within this Policy Area encapsulate opportunities for a wide range of active and passive recreational activities at a regional scale, along with enhancement of ecological features. The Central Pond and Green Space Policy Area will be applied to natural and open space areas throughout the *Byron Gravel Pits Secondary Plan Area* which are recommended for preservation and recreational use.

These natural lands will allow for the protection and enhancement of existing ecological features and wildlife habitat integrated with active recreational uses including a multi-use pathway system. Development shall be directed to areas outside of the Central Pond and Green Space Policy Area.

4.4.2 Character

The Central Pond and Green Space Policy Area is characterized by unique topography within the City of London that features a central pond and steep slopes on all sides, as well as connections to surrounding areas. High quality recreational amenities and infrastructure within the Central Pond and Green Space Policy Area will be designed to ensure that the unique features of the pond, topography, natural features, and wildlife habitat will be enhanced and enjoyed by everyone.



4.4.3 Permitted Uses

This Policy Area encompasses the following distinct open space functions:

- i) High Quality Regional Recreational Activities and Facilities;
- ii) Open Space Active and Passive Recreational Uses;
- iii) Habitat for Threatened and Endangered Species;
- iv) Significant Natural Heritage Features;
- v) Natural Hazards and Slopes; and,
- vi) Water Resource System

Recreational Activities and Facilities may include, but not be limited to:

- i) Multi-use pathways;
- ii) An enhanced promenade around the central pond;
- iii) Formal and informal gathering places;
- iv) Viewpoints and lookouts;
- v) Connections between the Central Pond and park system outside the *Secondary Plan*; and,
- vi) Other active and passive recreational facilities and uses designed at a regional level.

4.4.4 Policies

The following policies apply:

- i) The City will endeavour to acquire all non-developable lands within the gravel pit through parkland dedication, land acquisition, dedication, or compensation provided for under the *Planning Act* and *The London Plan*.
- ii) A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area. This Master Park Plan will be founded on public engagement and City-wide needs.
- iii) Natural Heritage Lands are meant to protect existing ecological features and wildlife habitat. The provision of well-designed and sustainable public access to these lands will limit uncontrolled access that would otherwise be detrimental to these ecological features. Carefully designed public access and amenities will also minimize safety concerns near natural hazards.
- iv) Facilities and structures associated with future recreational uses may include kiosks, pavilions, washrooms, cantina, waterside café and accessory buildings.
- v) Multi-use, pedestrian pathways and bicycle pathways will be incorporated into subdivision designs.







5.0 Implementation

5.1 Implementation of the Plan

The *Byron Gravel Pits Secondary Plan* shall be implemented through the following implementation mechanisms:

- i) This *Secondary Plan* shall be implemented according to the provisions of the *Planning Act*, the *Provincial Policy Statement*, other applicable Provincial legislation, and the provisions of *The London Plan*, the City of London's Official Plan.
- ii) All municipal related works shall conform with the policies of this *Secondary Plan*.
- iii) All planning and development applications shall be consistent with the policies of this *Secondary Plan*.
- iv) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in subdivision and development agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- v) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and development agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.

5.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this *Secondary Plan*.

- i) It is intended that the interpretation of the policies of the *Byron Gavel Pit Secondary Plan* should allow for a limited degree of flexibility according to the following provisions:
 - a) The boundaries between land use areas as shown on the schedules of this *Secondary Plan* are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this *Secondary Plan* is maintained and that departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan Amendment to this plan;
 - b) Minor variations from numerical requirements in this *Secondary Plan* may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this *Secondary Plan* and Official Plan are maintained; and,
 - c) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this *Secondary Plan*, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

5.3 Municipal Works

Municipal works shall be consistent with the policies of the *Byron Gravel Pits Secondary Plan*. Such works could include:

- i) Sewer, water and wastewater infrastructure
- ii) Road development;
- iii) Public facilities
- iv) Parks; and,
- v) Pedestrian pathways and bridges.

5.4 Official Plan

- i) Any amendments to the text or schedules of this *Secondary Plan* represents an Official Plan Amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan.
- ii) Any applications to amend this *Secondary Plan* shall be subject to all of the applicable policies of this *Secondary Plan*, as well as all of the applicable policies of *The London Plan*, the City of London *Official Plan*.

5.5 Plans of Subdivision, Plans of Condominium and Consent to Sever

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.

5.6 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this *Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to a Planning Impact Analysis as described in the Our Tools part of *The London Plan*, the City of London *Official Plan*. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights, which may not include the full range of heights identified in this *Secondary Plan*.
- iv) The lands within the area of this *Secondary Plan* may be zoned with an 'h' holding symbol in accordance with *The London Plan*, the City of London *Official Plan*.
- v) Holding Provisions may be considered in future Zoning By-law Amendment Applications.

5.7 Street Creation

New public streets, and private roads and accessways will be created through one of the applicable processes:

- i) Plan of Subdivision;
- ii) Plan of Condominium;
- iii) Site Plan;
- iv) Consent;
- v) Land Dedication; and,
- vi) Land Purchase.

Schedule 4 shows the Mobility Network. This *Secondary Plan* establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This *Secondary Plan* identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this *Secondary Plan* provided that the general intent and objectives of this *Secondary Plan* and *The London Plan*, the Official Plan, are maintained. The street network may need to be modestly realigned to address constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan Amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this *Secondary Plan*.

At the subdivision and/or site plan application, stage traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application. Access management shall comply with the City's Access Management Guidelines. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements shall be considered as part of the street design.

5.8 Required Studies

This *Secondary Plan* identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, *Byron Gravel Pits Secondary Plan Area*. The City shall determine on an application-by-application basis the need for studies, plans and assessments, and the stage in the approvals process for when they may be required:

- i) Final Proposal Report or Planning Justification Report;
- ii) Conceptual Site Design Plan/Building Elevations;
- iii) Urban Design Brief;
- iv) Affordable Housing Strategy or Statement demonstrating response to policies in section 3.6;
- v) Shadow Study;
- vi) Noise Impact and Vibration Study;
- vii) Wind Impact Assessment;
- viii) Financial Impact Study;
- ix) Archaeological Assessments;
- x) Cultural Heritage Evaluation Report;
- xi) Construction Impact Mitigation Study;
- xii) Subject Lands Status Report (SLSR);
- xiii) Environmental Impact Studies;
- xiv) Tree Inventory, Preservation, Protection and Edge Management Plans;
- xv) Green Development Statement demonstrating response to policies in section 3.3;

- xvi) Functional Servicing Plans (sewer, water and stormwater);
- xvii) Hydrogeological studies, including feature based water balance investigations and to support LIDs, as required;
- xviii) Geotechnical Report, including a slope stability assessment;
- xix) Stormwater Management Report, including traditional stormwater control measures, Best Management Practices (BMPs), and demonstrating reasonable measures to include LIDs to support ecological and hydrogeological recommendations;
- xx) Transportation Impact Assessment;
- xxi) Additional study requirements may be identified by the City as development within the *Byron Gravel Pits Secondary Plan* area proceeds; and,
- xxii) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

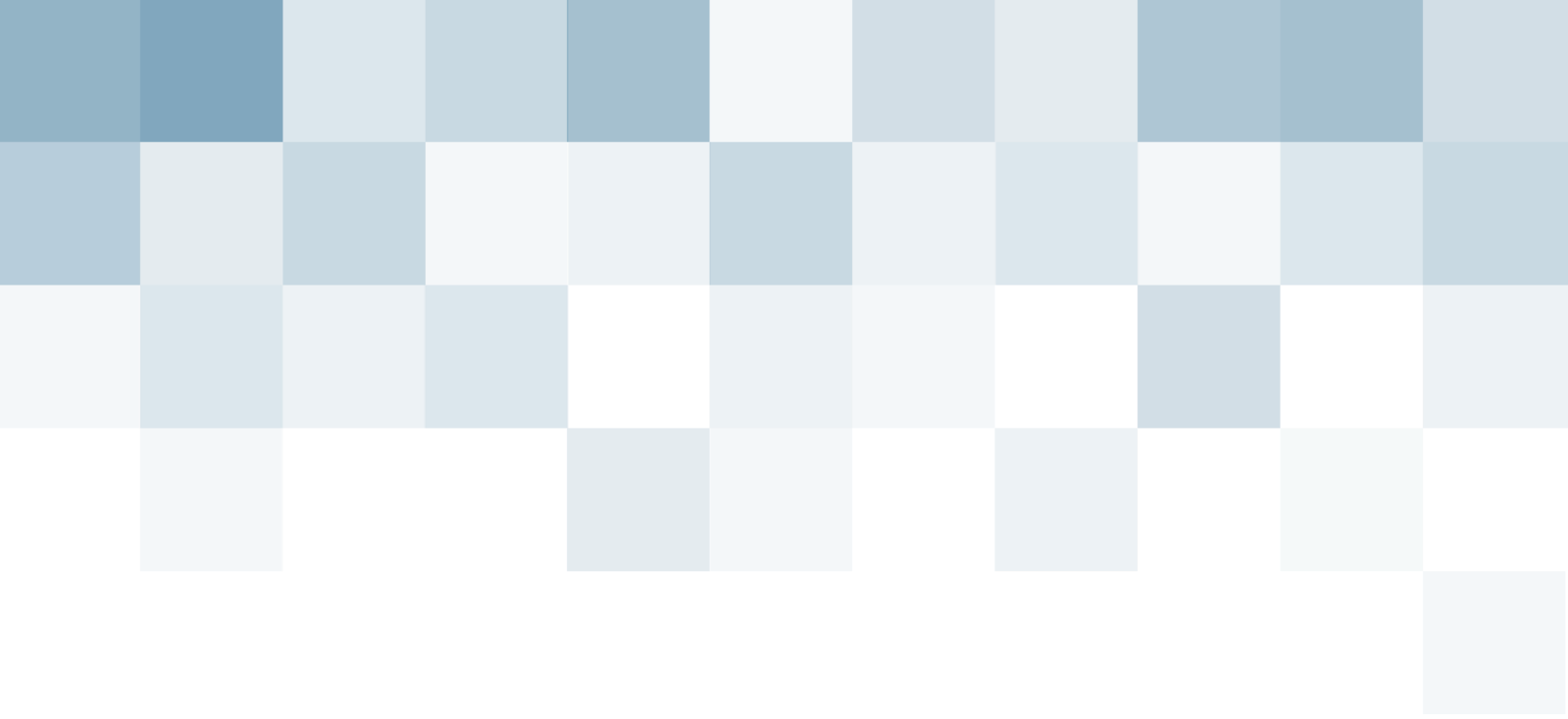
5.9 Site Plan Control

Any applications for Site Plan Control shall be subject to the policies of the *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*.

5.10 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the *Byron Gravel Pits Secondary Plan Area*.







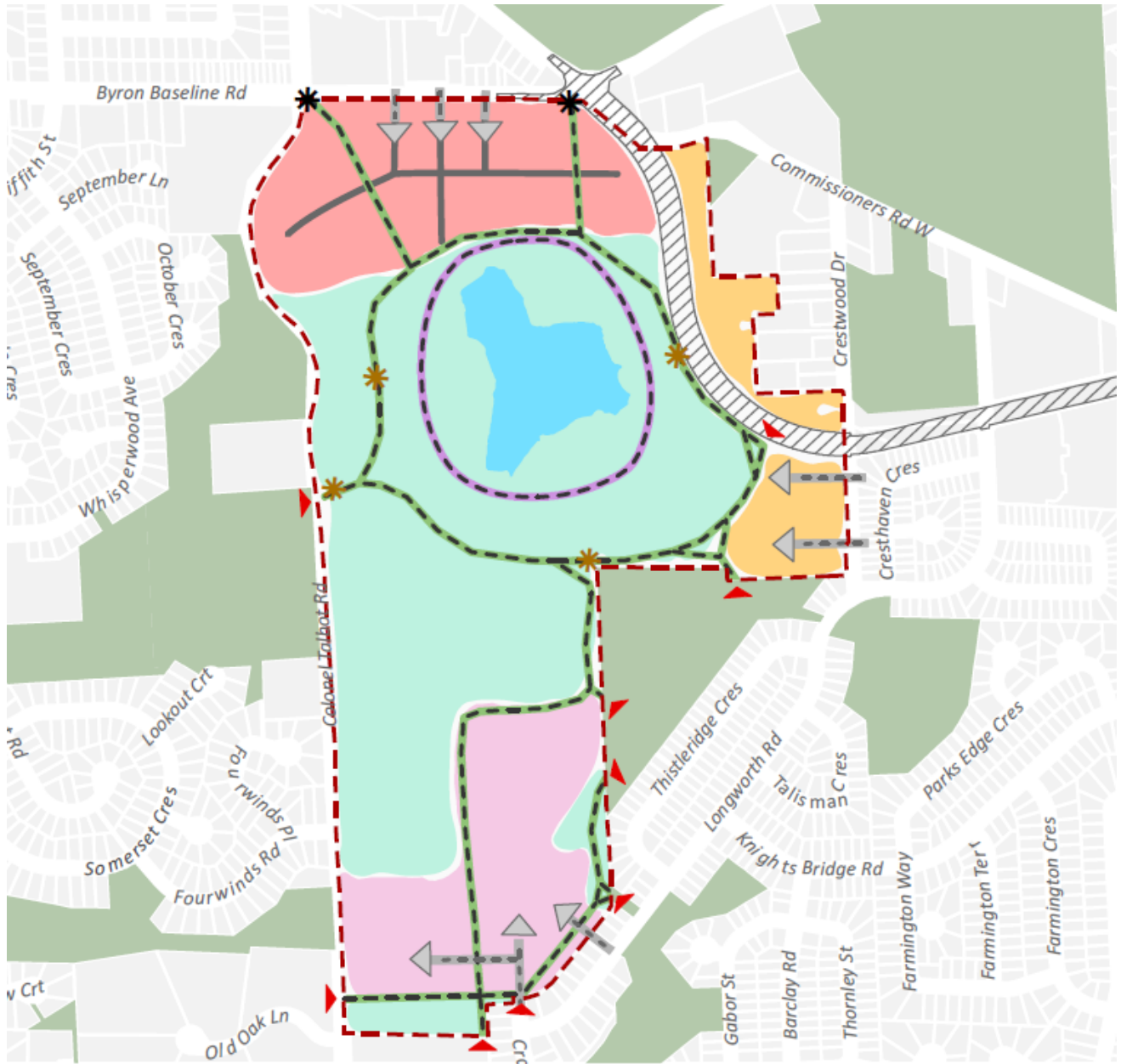
6.0 Schedules

SCHEDULE 1 - BOUNDARY OF PLAN AREA



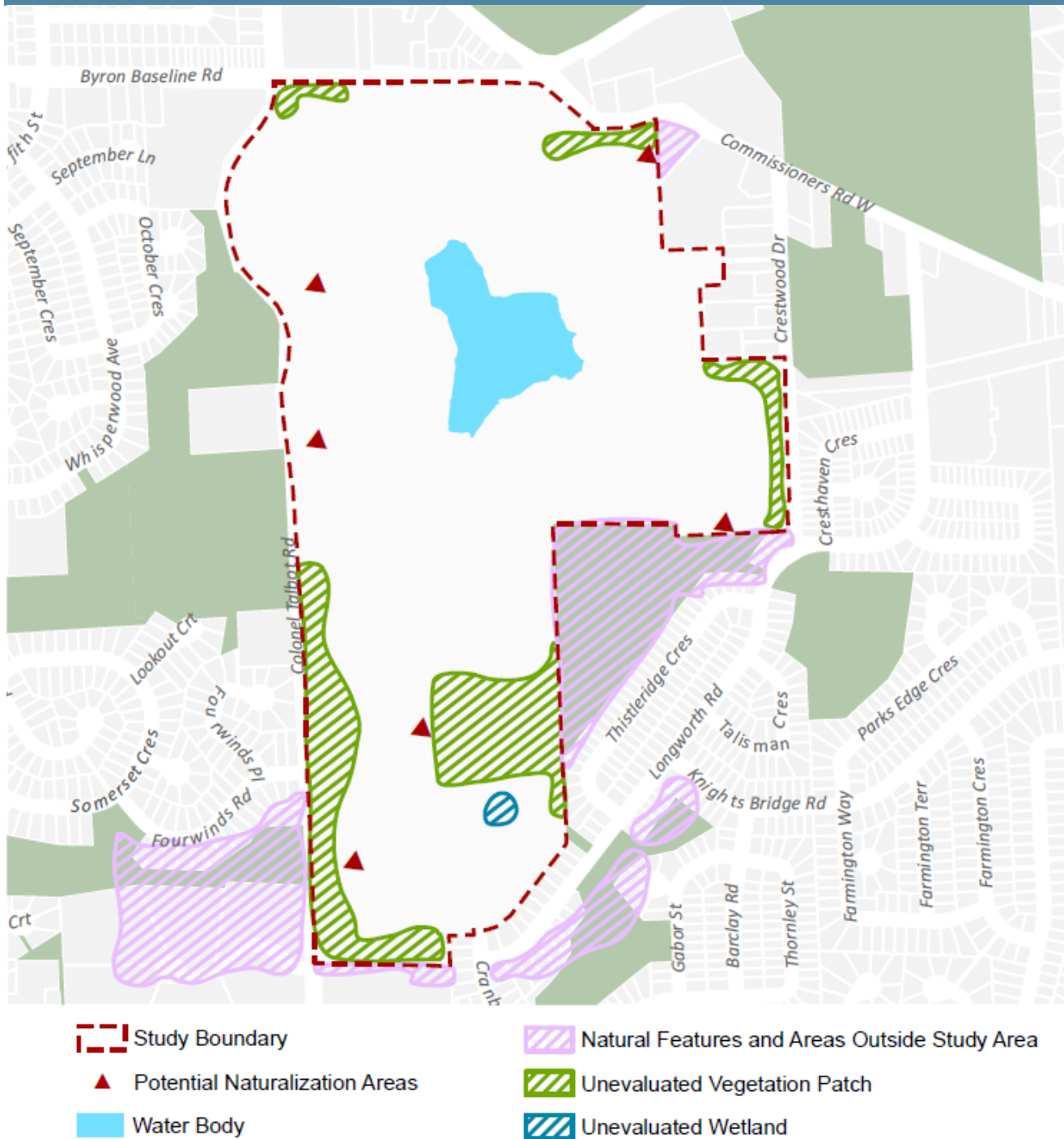
-  Plan Boundary
-  Commissioners Rd W Realignment

SCHEDULE 2 -COMMUNITY STRUCTURE PLAN



- * Gateway / Public Access
- ★ Lookout
- ▶ Potential Pathway Entrance
- Byron Baseline Policy Area
- Central Pond and Green Space Policy Area
- Crestwood Policy Area
- Longworth Policy Area
- Study Boundary
- Road
- Multi-use Pathway
- Promenade
- Potential Road Access
- Commissioners Rd W Realignment


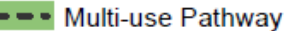
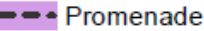
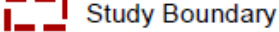
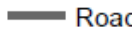

SCHEDULE 3 - NATURAL HERITAGE



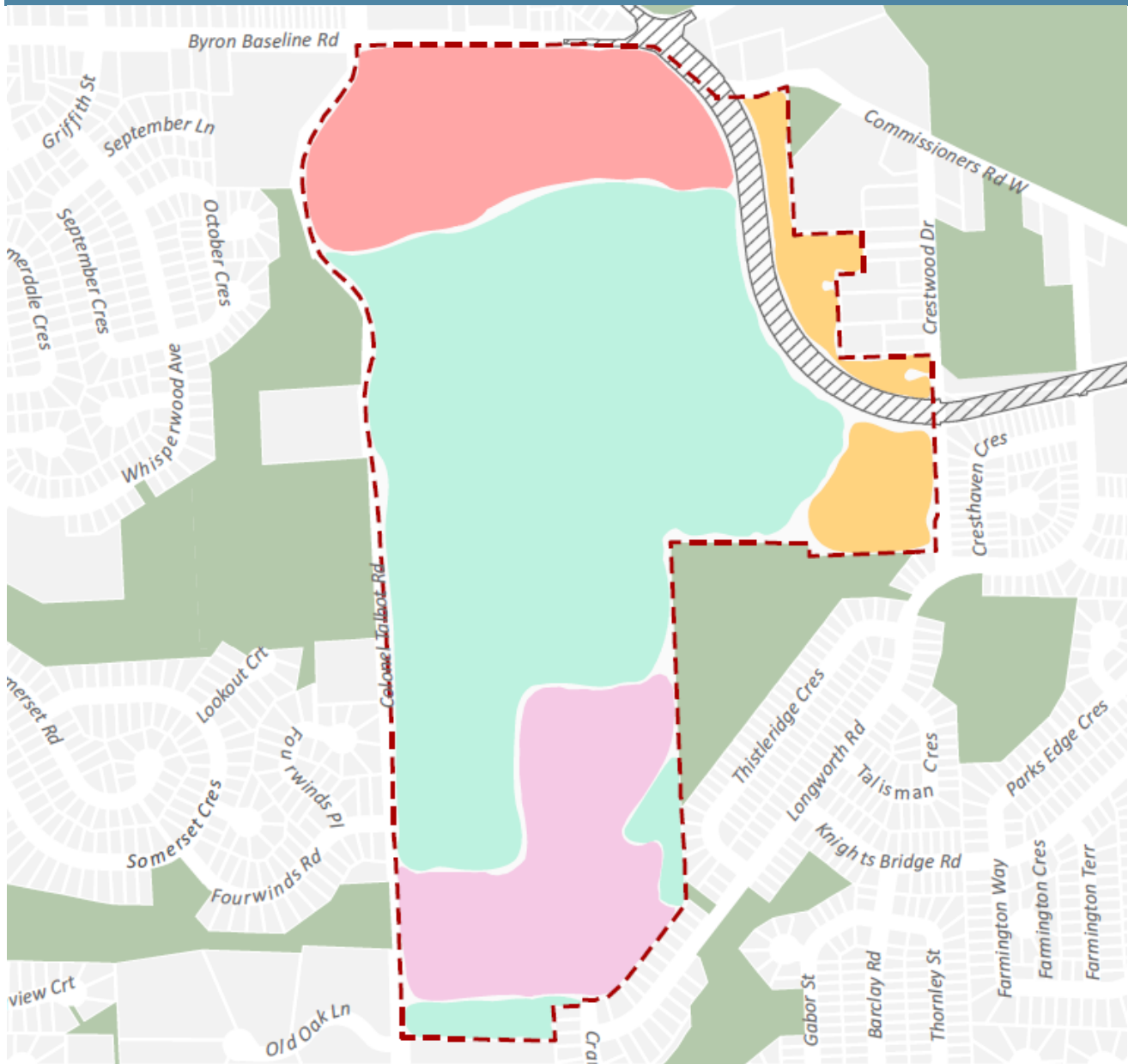
*Note: Habitat for Provincially threatened birds is known to occur in the study area. The City and landowners are to work with the Province to ensure compliance with the *Endangered Species Act*

SCHEDULE 4 - MOBILITY NETWORK



-  Gateway / Public Access
-  Potential Pathway Entrance
-  Multi-use Pathway
-  Promenade
-  Study Boundary
-  Commissioners Rd W Realignment
-  Road
-  Potential Road Access

SCHEDULE 5 - CHARACTER POLICY AREAS



- Byron Baseline Policy Area
- Central Pond & Green Space Policy Area
- Longworth Policy Area
- Crestwood Policy Area
- Study Boundary
- Commissioners Rd W Realignment

SCHEDULE 6 - LONDON PLAN PLACE TYPES



- Neighbourhoods
- Green Space
- Environmental Review
- Study Boundary
- Commissioners Rd W Realignment





March 2024



Byron Gravel Pits

Secondary Plan

March 2024





Content

1.0	Introduction	1
1.1	Background	1
1.2	Location	3
1.3	Purpose, Use and Interpretation	5
1.4	Vision, Principles and Objectives	6
1.4.1	Vision	6
1.4.2	Principles	6
2.0	Community Structure	12
2.1	Introduction	12
2.2	Policy Areas	14
2.2.1	Byron Baseline Policy Area	14
2.2.2	Crestwood Policy Area	15
2.2.3	Longworth Policy Area	15
2.2.4	Central Pond and Green Space Policy Area	15
2.3	Views and Connectivity	16
3.0	General Policies	18
3.1	Mobility and Public Realm	18
3.1.1	Linkages and Connections	18
3.1.2	Promenade	20
3.1.3	View Corridors and View Screening	21
3.2	Natural Heritage	22
3.2.1	Natural Heritage System	22
3.2.2	Protection of Significant Natural Features	24
3.3	Green Development	25
3.3.1	Green Development Requirements for New Development Applications	25
3.4	Habitat for Endangered and Threatened Species	26

3.5	Built Form	27
3.6	Affordable Housing	28
3.7	Servicing	29
3.7.1	General	29
3.7.2	Stormwater Management	29
3.7.3	Utilities and Telecommunications	31
4.0	Policy Areas	33
4.1	All Policy Areas	33
4.1.1	Permitted Uses	35
4.1.2	Extent of Policy Area	35
4.2	Byron Baseline Policy Area	35
4.2.1	Intent	35
4.2.2	Character	36
4.2.3	Permitted Uses	37
4.2.4	Built Form and Intensity	38
4.3	Crestwood Policy Area	41
4.3.1	Intent	41
4.3.2	Character	41
4.3.3	Permitted Uses	42
4.3.4	Built Form and Intensity	42
4.4	Longworth Policy Area	45
4.4.1	Intent	45
4.4.2	Character	45
4.4.3	Permitted Uses	45
4.4.4	Built Form and Intensity	46
4.5	Central Pond and Green Space Policy Area	48
4.5.1	Intent	48
4.5.2	Character	48
4.5.3	Permitted Uses	49

4.5.4	Policies	50
5.0	Implementation	52
5.1	Implementation of the Plan	52
5.2	Interpretation	53
5.3	Municipal Works	54
5.4	Official Plan	54
5.5	Plans of Subdivision, Plans of Condominium, Consent to Sever	54
5.6	Zoning By-law	54
5.7	Street Creation	55
5.8	Required Studies	56
5.9	Site Plan Approval	56
5.10	Guideline Documents	56
6.0	Schedules	60
	Schedule 1 - Boundary of Plan Area	59
	Schedule 2 - Community Structure Plan	60
	Schedule 3 - Natural Heritage	61
	Schedule 4 - Mobility Network	62
	Schedule 5 - Character Policy Areas	63
	Schedule 6 - The London Plan Place Types	64



1.0 Introduction

1.1 Background

The Byron Gravel Pits is a unique area within the City of London. The site contains an unusually deep glacial deposit has been used to produce sand and gravel products to supply the London and the surrounding area construction market for over 75 years. At a depth of over 60 metres, this deposit was one of the most productive aggregate resource areas in Ontario. Decades of gravel extraction have created the area's dramatic topography and central pond.

The City of London began the process of exploring the long-term planning for the gravel pits and future use of this area in the early 1990's. This work led to the development of the South-East Byron Area Plan which was approved in 1992.

As the aggregate reserves have been depleted and the extractive industrial operations are ending, there is a renewed focus of the future use of the gravel pit lands. In addition to the large scale, coordinated aggregate rehabilitation project, there is an opportunity to develop a unique community that integrates both the large open space and recreational lands with the surrounding potential future residential and mixed-use lands.

Consideration of potential future uses while progressive pit rehabilitation is underway allows for a coordination of restoration efforts to achieve a specific purpose, including making the shape of the pond more suitable for recreation activities, and introducing certain design elements and planting regimes for better habitat creation.

The process of developing a *Secondary Plan* for this area was initiated in 2016 and was in part prompted by a development proposal. At the same time, work was underway to complete an Environmental Assessment (EA) for the Commissioners Road West Realignment. The EA was completed in 2019, which identified the approved realignment of Commissioners Road West through the *Secondary Plan*. Following the completion of the EA, the City continued work on the *Secondary Plan*.



1.2 Location

The Byron Gravel Pits are located on the east side of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West. The property lies within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. The study area is comprised of 14 separate parcels, with some of the properties under similar ownership. There is one parcel, located in the northwest corner of the Study Area that is owned by the City of London. The remainder of the lands within the *Byron Gravel Pits Secondary Plan Area* are privately owned.





Figure 1 – Plan Boundary

The majority of this area has been licensed under the *Aggregate Resources Act* for sand and gravel extraction. In total, there were six (6) separate licenses within the area, each with a set of Site Plans which directed the operations and rehabilitation of the gravel pits. The aggregate licenses are under the jurisdiction of the Ministry of Natural Resources and Forestry, and the Ministry oversees compliance with operating conditions and rehabilitation of these sites.

In some cases, the land holdings have been leased by an operator to undertake the extraction of the aggregate. The complexity of ownerships and interests in the area requires a significant level of cooperation and coordination as the individual licensed areas are mined and rehabilitated. Over the years, considerable time and effort has been undertaken on a variety of studies and development proposals prepared by the private and public sectors dealing with the extraction, rehabilitation and after-use of the pits and the development of adjacent lands in this Area. On October 26, 2016, Council approved the Terms of Reference for the *Byron Gravel Pits Secondary Plan*, thereby directing Staff to undertake the development of a secondary plan to guide future development.

1.3 Purpose, Use and Interpretation

The purpose of the *Secondary Plan* is to establish a vision, principles, and detailed policies for the unique area of the *Byron Gravel Pits Secondary Plan* that provide a consistent framework to evaluate future development, that could occur along the perimeter of the former gravel pit operations, and public realm creation within the center, open space area. The intent of the policies is to provide direction and guidance to ensure the *Byron Gravel Pits Secondary Plan* Area evolves into a vibrant, connected, and mixed-use community that incorporates elements of sustainability, natural heritage, mixed-use development, walkability, passive and active recreation, and high-quality urban design.

The policies in this *Secondary Plan* apply to all properties in the boundary of the *Byron Gravel Pits Secondary Plan*. The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site. In general, only the perimeter of the *Byron Gravel Pits Secondary Plan* Area is suitable for residential and mixed-used development. As the ongoing rehabilitation of the site will determine the final grading, exact development limits will be subject to refinement at the time of any *Planning Act* applications.

The policies of this *Secondary Plan* provide a greater level of detail than the policies of the Official Plan, *The London Plan*. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this *Secondary Plan*, these policies are not repeated. As such, the policies of this *Secondary Plan* should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this *Secondary Plan* appear to be inconsistent, consideration will be given to the additional specificity of the *Secondary Plan*, and the *Secondary Plan* shall prevail.

The schedules that form part of this *Secondary Plan* have policy status, whereas other figures and photographs included in the *Secondary Plan* are provided for graphic reference, illustration, and information. The policies of this *Secondary Plan* that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this *Secondary Plan* will be implemented through mechanisms set out in this *Secondary Plan*, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this *Secondary Plan* to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.



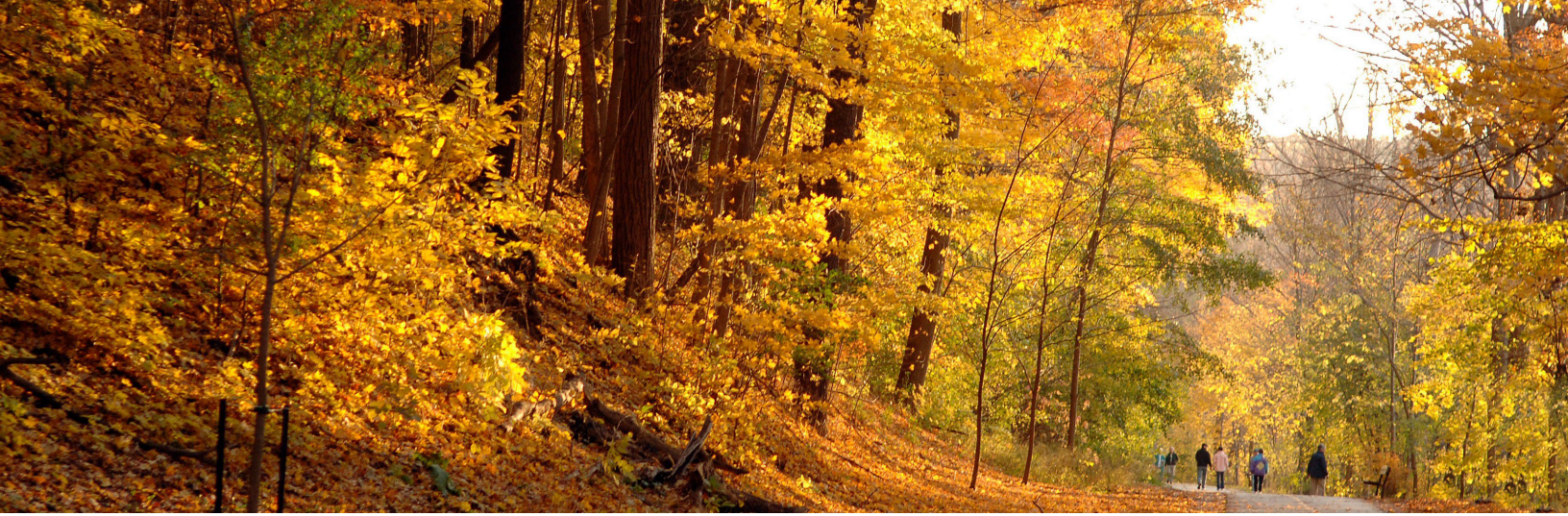
1.4 Vision, Principles and Objectives

1.4.1 Vision

The *Byron Gravel Pits Secondary Plan* area will be an exceptionally designed, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site to provide for: a range of different recreational activities, both active and passive; an opportunity to maintain and grow our natural heritage system; and, create new and unique housing forms with varying levels of intensity. This Area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and linking, existing and proposed facilities and amenities.

1.4.2 Principles

The preparation of this *Secondary Plan* has been guided by a series of principles and objectives that are described below. Any amendments to this *Secondary Plan* shall be consistent with these principles.



1.4.2.1 Promote Unique Opportunities for Recreation

The *Byron Gravel Pits Secondary Plan Area* is unlike any other area in the City of London, shaped by years of aggregate extraction. The area is characterized by unique topography that features a central pond, tablelands, and steep side slopes.

The majority of the Area fronts on roads classified as Civic Boulevards (i.e., Byron Baseline Road, Colonel Talbot Road and Commissioners Road West). The policies will focus on creating a central Green Space for a range of unique recreational uses of regional significance, complemented and supported by a range of residential uses. The predominant open space and recreational uses should be augmented and balanced with residential, and cultural uses, promote season-long and year-round enjoyment and appreciation of the natural heritage features in and around the Area. A Master Park Plan will be prepared and adopted by the City to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area.

Connections to Springbank Park, the Arboretum, Reservoir Park, and other nearby trail systems and natural features and area, are to be encouraged and supported.

Objectives:

- i) Promote the use of the site for public and/ or private recreational uses that are unique in London and the Region;
- ii) Optimize use of the unique features of the area including the central pond, high side slopes, viewsheds and topography;
- iii) Organize development and locate buildings within the landscape to maintain and enhance public access to important views. Development will not obstruct significant views and vistas from the public right-of- way;
- iv) Maintain a balance of active and passive recreational uses:
- v) Provide opportunities for public access for trails and recreational uses;
- vi) Consider opportunities for public acquisition of park and open space lands;
- vii) Enhance and compliment other recreational opportunities in the vicinity and it the broader region; and,
- viii) Design parks and recreational facilities to promote a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and be accessible that supports neighbourhood residents of all ages and demographics.



1.4.2.2 Create a Unique Community that Supports a Mix of Uses and Housing Types

The *Byron Gravel Pits Secondary Plan Area* is intended to be an inclusive, accessible, attractive, mixed-use and connected community with a range of housing and services for local residents integrated with a unique recreational area in the City.

Objectives:

- i) Ensure that a range and mix of housing types is provided within the limits of the *Secondary Plan* to achieve a balanced and inclusive residential community;
- ii) Achieve an urban form which makes effective use of land, services, recreational facilities, and related infrastructure;
- iii) Provide a mix of high-quality residential buildings that cater to the needs of all ages, stages of life and income groups;
- iv) Provide complementary, small-scale convenience commercial, community and commercial recreation uses within mixed-use buildings that are appropriate in a residential environment to serve the needs of local residents; and, placement, street pattern, and location of trails and lookouts.

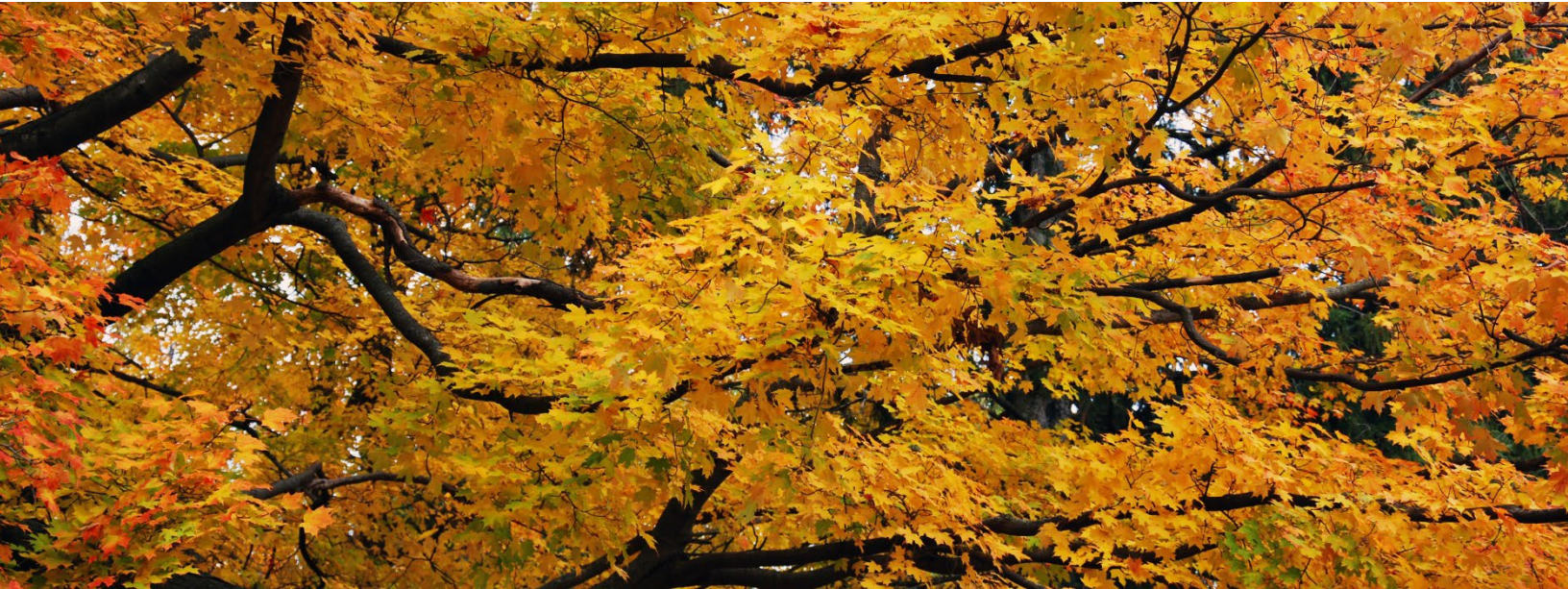
- v) Create an exceptional built form that incorporates the unique topography and physical landscape.

1.4.2.3 Create an Exceptional Community

The *Byron Gravel Pits Secondary Plan Area* is intended to integrate a range of uses that supports urban development, the natural heritage system, and unique active and passive recreational opportunities.

Objectives:

- i) Provide for a range of land uses including residential, small-scale commercial, open space, and recreational and leisure facilities;
- ii) Connect and integrate the new community to surrounding neighbourhoods through parks and natural areas, multi-use trails, pedestrian connections, and the street network;
- iii) Enhance recreational opportunities throughout the neighbourhoods by identifying opportunities for places and spaces that foster community identity and highlight the unique topography and habitats of this Area; and,
- iv) Showcase existing views and vistas throughout the Gravel Pit and further enhancement through building



1.4.2.4 Create a Diverse and Resilient Natural Environment

Integrate the unique topography and natural features and areas in a sensitively designed built setting to distinguish the *Byron Gravel Pits Secondary Plan Area* as a high quality, master planned community and recreational destination in a unique and enhanced natural setting.

Objectives:

- i) Ensure appropriate environmental protection and mitigation through environmental studies to assess and confirm the status and significance of natural heritage features and areas as part of development applications;
- ii) Integrate parks, walking trails and multi-use trails appropriately with the natural environment to create a network of recreational and active transportation opportunities;
- iii) Enhance livable neighbourhood values using public green spaces and urban squares/parkettes as significant design features and by designing walkable and accessible neighbourhoods;
- iv) Support development patterns that provide visual and physical connectivity to natural feature areas, within and around the *Byron Gravel*

Pits Secondary Plan Area, in ways that are compatible with the protection of the Natural Heritage System;

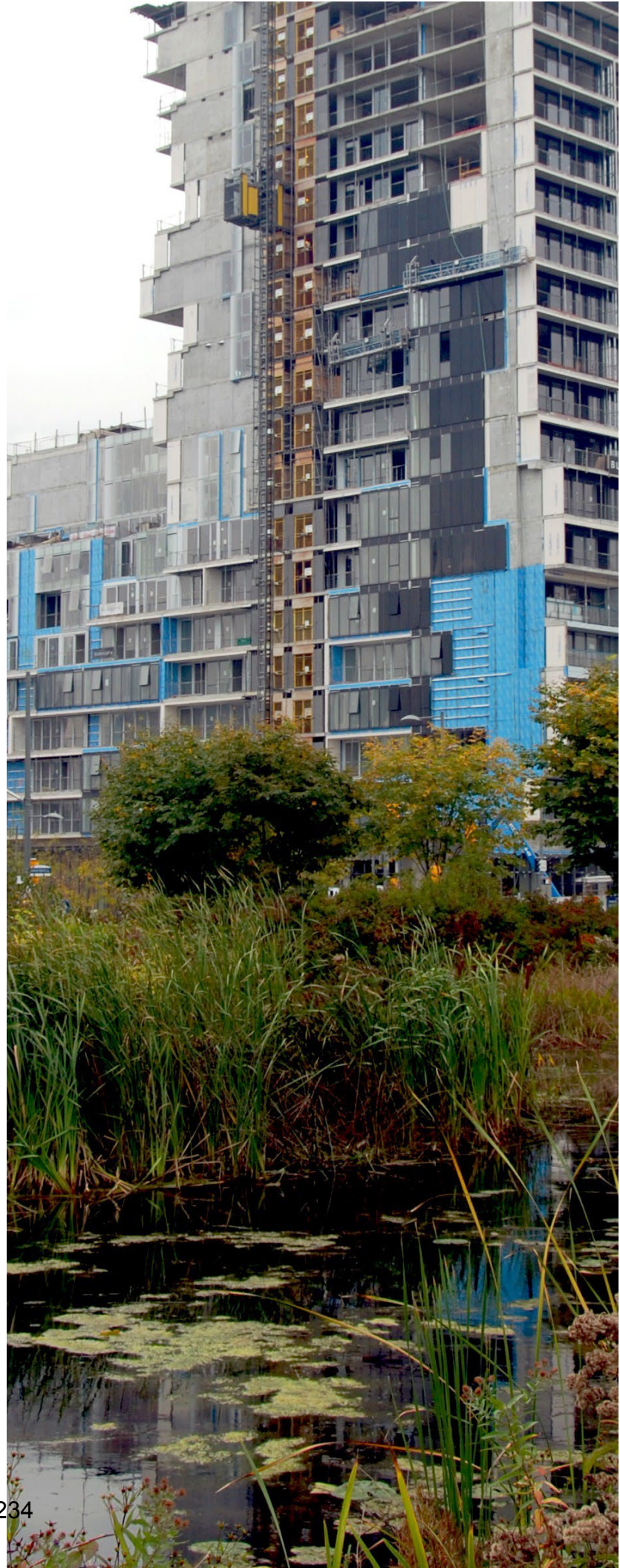
- v) Integrate protection, naturalization and restoration of a diversity of habitats suited to this Area;
- vi) Integrate strategic plantings of large statured, non-invasive trees to provide cooling, improve air quality and support outdoor activities in a context of climate change;
- vii) Support integration of appropriate on-site infiltration measures to achieve water balances and as part of stormwater management strategies in a context of climate change;
- viii) Provide Pathway Entrances designed as gathering places for residents of the surrounding neighbourhood and region, located at key access points along the multi-use pathway system at central and accessible locations connecting existing and growing neighbourhoods; and,
- ix) Encourage a built form, uses and site design that are attractive and supportive of alternative modes of transportation consistent with the City's Transportation Master Plan (latest version).

1.4.2.5 Sustainable Growth Management

Build sustainability into all aspects of the *Byron Gravel Pits Secondary Plan Area's* growth in an efficient and financially responsible manner.

Objectives:

- i) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods. Encourage a high standard of design, construction, and landscaping;
- ii) Promote green infrastructure and green building standards. Provide sustainable design strategies, in accordance with City standards, and optimum conditions for the use of passive and solar strategies;
- iii) Integrate publicly accessible networks of sidewalks, trails and multi-use paths with the surrounding trail system, and in particular, encourage connections to Springbank Park and nearby Green Space Place Types;
- iv) Plant native trees, non-native trees and vegetation to enhance biodiversity and resilience to climate change;
- v) Work with the Province to ensure compliance with the *Endangered Species Act* as it relates to confirmed habitat for Species at Risk in the Area; and,
- vi) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.







2.0 Community Structure

2.1 Introduction

The Community Structure Plan is illustrated in Schedule 2 of this *Secondary Plan* and sets out the overall framework for the physical and structural elements of the *Byron Gravel Pits Secondary Plan Area*. The elements described in this section are intended to assist with implementing the Vision and Principles for how the area will grow and develop relating to built form, servicing, the public realm, open space and recreation.

All Planning Applications proposing development within the *Byron Gravel Pits Secondary Plan Area* shall address the following key community structure objectives:

- i) Provide a range of housing types and choices that meet the needs of current and future residents within the limits of the *Secondary Plan*;
- ii) Direct medium and high-rise residential uses to the northern portion of the *Byron Gravel Pits Secondary Plan Area*;
- iii) Accommodate an interconnected multi-use pathway system as a defining feature of the *Byron Gravel Pits Secondary Plan Area*, linking natural heritage features and areas, parks, lookout points, stormwater management areas (including landscaped low impact development measures) and key community destination features;
- iv) Provide opportunities for focal points, such as lookout areas, seating areas, public art, and landscape features;
- v) Integrate access and visibility to privately-owned open spaces from adjacent streets and parks;
- vi) Integrate significant natural heritage features and areas with linkages to the broader open space system; and,
- vii) Provide residents with physical and visual opportunities that are accessible to everyone to enjoy nature in proximity to where they live, work and play.

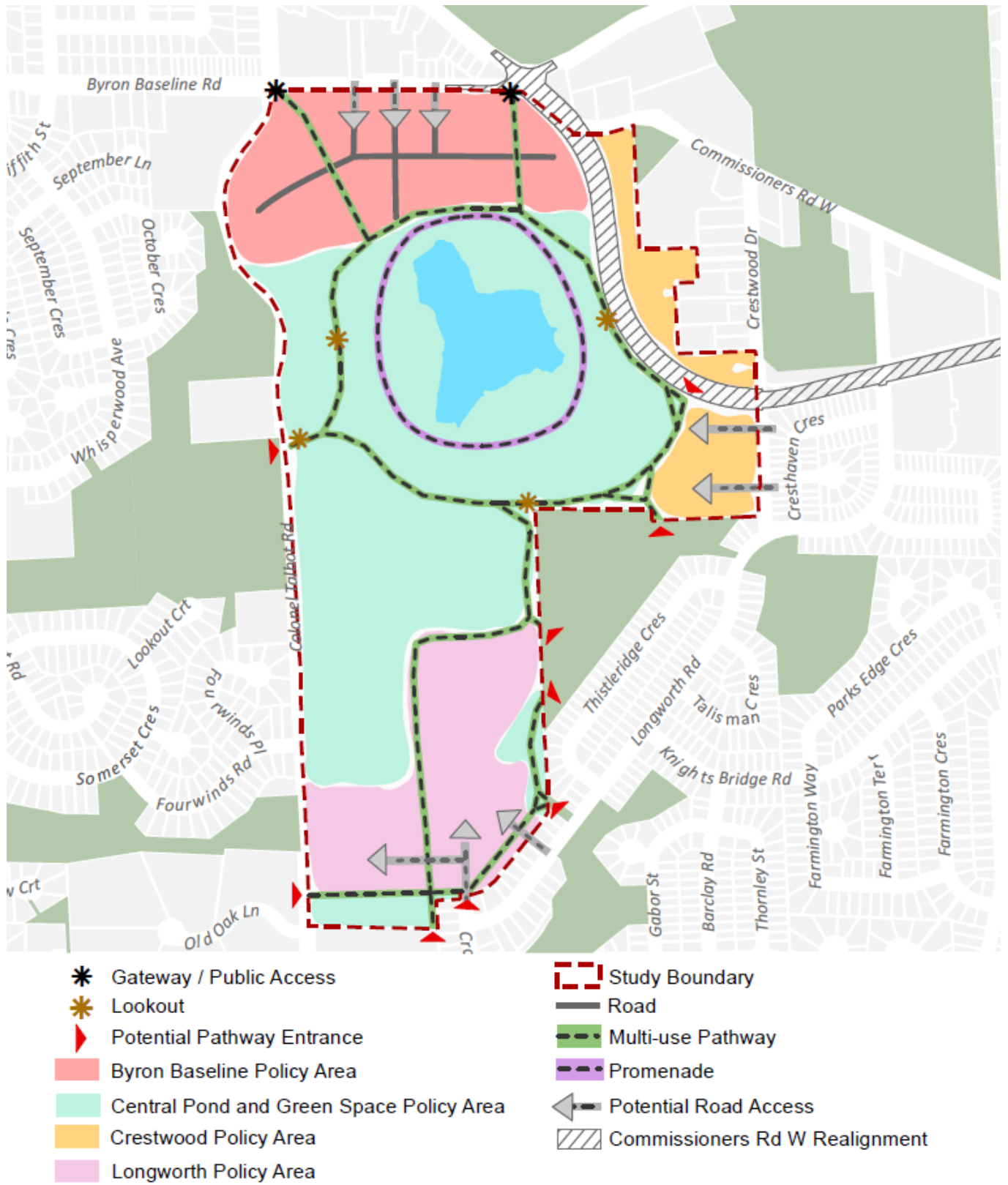


Figure 2: Community Structure Plan

2.2 Policy Areas

The area subject to the *Byron Gravel Pits Secondary Plan* has been divided into four Policy Areas. Some of the policies in the *Secondary Plan* apply to the entire area, while others are specific to the individual Policy Areas.

The *Secondary Plan* includes the following Place Types as shown on Schedule 6:

- i) Neighbourhoods: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- ii) Green Space: includes the central pond and natural heritage features; and,
- iii) Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The boundaries and unique characteristics of each Policy Area are described in the following sections.

2.2.1 Byron Baseline Policy Area

The Byron Baseline Policy Area is located in the northern portion of the *Secondary Plan*, and includes the frontage along Byron Baseline Road together with a portion of the existing alignment of Commissioners Road West and Colonel Talbot Road. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented; a focal point for the neighbourhood level services and civic functions; and, a gateway to the Byron Gravel Pit neighbourhood and natural areas.





2.2.2 Crestwood Policy Area

This area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Crestwood Drive. The Crestwood Policy Area is located in the eastern portion of the *Secondary Plan*. The adjacent areas are characterized by single detached residential developments, as well as a senior's residence. This Area is adjacent to Cresthaven Woods, a significant woodland, and in proximity to the Cresthaven Park. Realignment of Commissioners Road West, currently planned for 2035, constrains development within this Policy Area.

2.2.3 Longworth Policy Area

The Longworth Policy Area is located in the southern portion of the *Secondary Plan*. This Area is bounded by the top of the steep slopes created by the former aggregate extraction activities, some of which support habitat for Species at Risk. This Area is intended to provide low to medium density residential development that will integrate with, and extend, the existing neighbourhood along Longworth Road and Cranbrook Road.

Single detached residential development surrounds this Policy Area to the east, south and west. The Buttonbush Wetland, a Provincially Significant Wetland (PSW), is located nearby this Policy Area in the Longworth Neighbourhood, north of Southdale Road West. This Policy Area is constrained by the steep slopes around the central pond and it is anticipated that this Policy Area will be integrated with the existing residential neighbourhood to the southeast of the *Secondary Plan*.

2.2.4 Central Pond and Green Space Policy Area

The Central Pond and Green Space Policy Area includes the side slopes and a pond in the central portion of the site, also by-products of the former aggregate extraction activities, and natural areas not appropriate for development.

At the date of this Plan, the majority of this area remains privately owned. However, the City plans to explore opportunities to bring some or all of these central lands into public ownership to support the provision of passive and active recreational opportunities that take advantage of the area's unique topography and location.



2.3 Views and Connectivity

The *Byron Gravel Pits Secondary Plan* is located within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. Within these established neighbourhoods, the residential street pattern consists of cul-de-sacs, dead-end streets, or crescent-shaped streets which impacts the ability of the future development within the *Byron Gravel Pits Secondary Plan* area to connect with the existing street network. The limited developable lands and topography present an additional challenge for connectivity between the site and surrounding neighbourhoods. Through development, however, landowners are encouraged to create opportunities for connectivity within and outside the site, where possible, in a manner consistent with the adjacent developments.

Decades of aggregate extraction have created a unique topography with dynamic viewpoints and vistas. These visual and physical connections serve to link, or frame, significant elements of the natural, built and open space environments to each other, and are seen as important organizing community structure elements that are integral to the overall vision of the *Secondary Plan*. Creating a pedestrian and active transportation network will enhance these organizing elements and connect areas of residential development within the Gravel Pit Area. The Community Structure Plan identifies opportunities for the preservation, enhancement and creation of these visual and physical linkages. These opportunities are identified on the Community Structure Plan as Lookouts, Gateways/Public Access and Potential Pathway Entrances.





3.0 General Policies

The intent of this *Secondary Plan* is to provide a policy framework to guide future development and public projects in the *Byron Gravel Pits Secondary Plan Area*. Policies in this *Secondary Plan* support the vision by providing guidance on land use, open space and recreation, view corridors, connections, public realm design, servicing, and natural heritage.

3.1 Mobility and Public Realm

3.1.1 Linkages and Connections

Connections between the Central Pond and Green Space Policy Area and the surrounding pathway system, together with a strong multi-use pathway linkages to Springbank Park and the Arboretum, are priorities for the future development within the *Byron Gravel Pits Secondary Plan Area*. Recreational multi-use pathways with well-designed areas for viewing, gathering, and resting will provide unique recreational amenities and connectivity to surrounding neighbourhoods and the City-wide recreational pathway and park system.

The multi-use pathway network is shown on Schedule 4. These multi-use pathways are intended as recreational facilities for a variety of users, including but not limited to pedestrians, in-line skating, and cyclists with speed limitations, located within a park environment. They are typically asphalt surfaced and shall be designed in accordance with City standards. Lands required for this recreational pathway network may be acquired by the City in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest and/or expropriation, or any other means authorized by law:



- i) Site design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community;
 - ii) Multi-use pathway development will be focused along the top of stable slopes between the existing street network, new development, and the lower areas of the rehabilitated pit for optimal recreational experience, accessibility, and delineation of public and private spaces;
 - iii) Multi-use pathways are to be designed with generous safety and operational buffer areas to slopes, adjacent properties, streets, and other uses in accordance with City standards and good design practices including clear sight lines, generous turning radii, and operational considerations such as grading, drainage, and materials; designed in accordance with City standards.
 - iv) The alignment of multi-use pathways and trails within or adjacent to natural heritage features shall be consistent with the Trails in ESA Design Standards - City of London; and,
 - v) Natural heritage linkage will be established through the planning approvals process relating to applications for subdivision, land severance, site plan, and condominium.
- 3.1.1.1 Corridor Width
- The width of the multi-use pathway corridor will vary, but in all relevant cases will be adequate to meet the following functions:
- i) To serve as a natural heritage corridor linking natural heritage features both on private and public property;
 - ii) Pathway Gateway features along Byron Baseline Road, as identified on Schedules 2 and 4, will have a minimum frontage of 30 metres; and,
 - iii) To allow for a landscaped recreational pathway facility, a minimum corridor width of 15 metres is required,

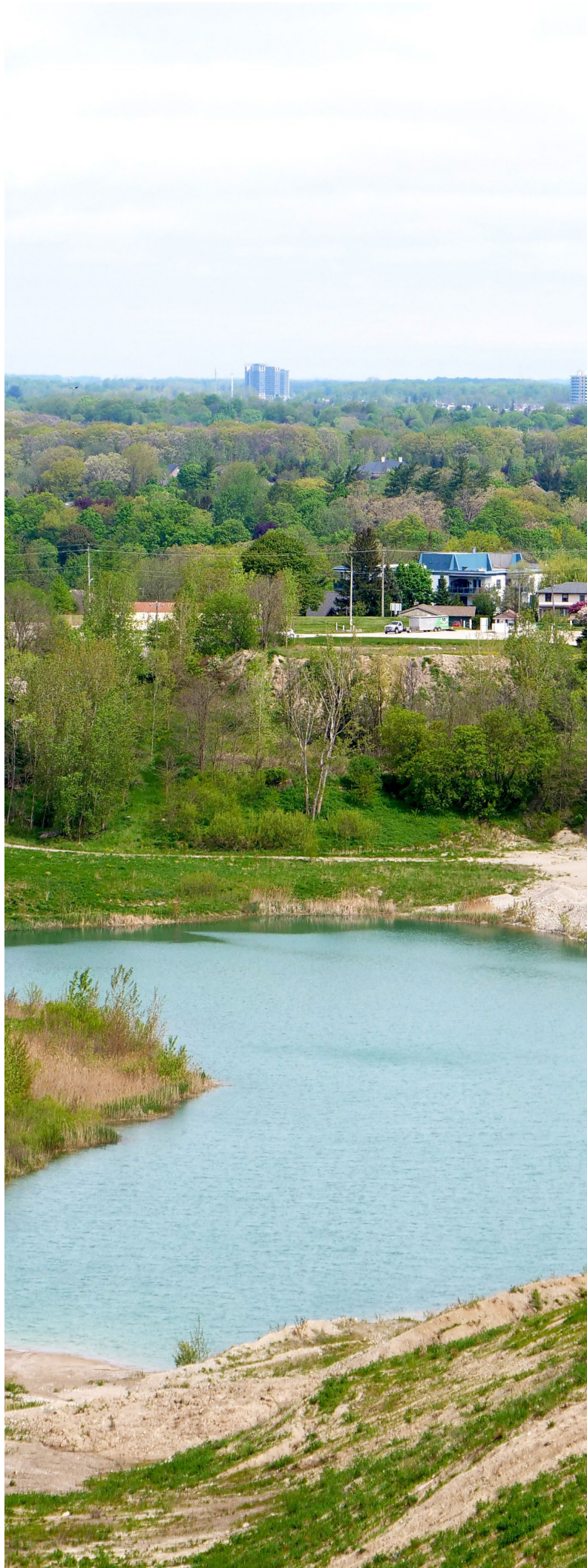


3.1.2 Promenade

A promenade is to surround the pond feature as shown on Schedule 4. The promenade is intended to function as an enhanced multi-use facility that is designed to serve the needs of residential, commercial, and emergency access, and achieve a high standard of urban design for the pedestrian realm to foster a shared space.

The development of the promenade and adjacent lands shall:

- i) Include an enhanced pedestrian promenade surrounding the pond feature as a multi-use pathway with landscaping, tree planting and site furnishings;
- ii) Adjacent development shall respond to the context of achieving an animated, activated and pedestrian-oriented amenity that is envisioned for the promenade;
- iii) Develop the portion of the promenade abutting the residential development as a shared use space that provides opportunities for small scale commercial uses that support the recreational use and activation of the pond area and to provide for access to both private development as well as the promenade;
- iv) Develop the promenade as a transition from the balance of the recreational and natural areas surrounding the pond to the neighbourhood; and,
- v) Develop the promenade to include a series of small vista parks and/ or platforms located along the pond to allow viewing and gathering opportunities.



3.1.3 View Corridors and View Screening

This area has an important history of aggregate extraction. The required visual screening of the sand and gravel operations resulted in the creation of berms and tree screens around the perimeter of the site. In some cases, the topography of the site also creates a visual screen, as is the case along Colonel Talbot Road. As the gravel pit area is restored and transformed, the views into the gravel pit should be reopened to invite the public into the central part of the site.

The creation of view corridors to establish a connection between the Central Pond and Green Space Area, and surrounding neighbourhoods, is encouraged. Any development application within the *Byron Gravel Pits Secondary Plan Area* will evaluate:

- i) View corridors from Byron Baseline Road and Commissioners Road West to the Gravel Pit area, as well as corridors and lookouts from the Crestwood and Longworth Policy Areas;
- ii) Maintain the existing view corridor along Colonel Talbot Road;
- iii) Screening, to the extent possible, of medium and high density residential and mixed-use development within the *Byron Gravel Pits Secondary Plan Area* from the residential area located west of Colonel Talbot Road; and,
- iv) Provide an Urban Design Brief that will be required to demonstrate how view corridors will be established or maintained.

3.2 Natural Heritage

3.2.1 Natural Heritage System

In accordance with the Environmental Policies of *The London Plan*, the diversity and connectivity of natural features and areas, and the long-term ecological function and biodiversity of the Natural Heritage System within the *Byron Gravel Pits Secondary Plan Area* will be identified, protected, enhanced and managed, including recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

It is important to recognize that there has been extensive alteration of the landscape within the *Byron Gravel Pits Secondary Plan Area*, through decades of aggregate extraction. For example, the Central Pond and dramatic slopes in the area have been created through the extraction and rehabilitation process.

There are also some wooded and successional areas around the perimeter of the former aggregate extraction areas, some of which are associated with the steep slopes which have also been recently documented as supporting habitat for Species at Risk. The Unevaluated Wetland and Unevaluated Vegetation Patches identified in Schedule 3 are to be subject to environmental review in accordance with the applicable environmental policies of *The London Plan* prior to any proposed re-development of the area:

- i) New development or site alteration will require a Subject Lands Status Report (SLSR) and an Environmental Impact Study (EIS), either as standalone or consolidated report, as set out in *The London Plan*, to:
 - a) Assess the extent and significance of the remnant natural features and areas in the *Secondary Plan Area*;
 - b) Identify linkages within and between these features and areas;
 - c) Confirm or refine the boundaries of components of the local Natural Heritage System with regards for the natural features and areas as well as open spaces in the adjacent lands;
 - d) Evaluate the anticipated impacts of any proposed development or site alteration on the Natural Heritage System in the *Secondary Plan Area* or in the adjacent lands; and,
 - e) Identify mechanisms to avoid impacts or, where impacts are unavoidable, measures to mitigate these impacts in accordance with the applicable policies and regulations.
- ii) Where non-provincially significant wetlands are identified, there shall be no net loss of the wetlands' features or functions. For these features, the City (in consultation with the local conservation authority, if applicable), may consider the replacement of wetlands rather than

in situ protection in accordance with the applicable policies in *The London Plan*.

- a) Wetland naturalization and/or creation around the margins of the Central Pond may be considered where appropriate.
- iii) Recognizing the long history of disturbance in the *Secondary Plan Area* and the importance of sustaining and enhancing the local urban forest for its ecological functions as well as its contributions to building community resilience to climate change, there shall be a no net loss of natural wooded areas, including successional tree and/or thicket habitats, and opportunities to enhance and expand these features in the *Secondary Plan Area* shall be explored through the development process.
- a) Development and site alteration shall not be permitted in significant woodlands, and appropriate buffers to these features are to be identified and implemented; and,
 - b) For significant woodlands that are relatively small and/or very disturbed and in poor condition, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
- iv) Recognizing the long history of disturbance in the *Secondary Plan Area* has created some types of significant wildlife habitat not previously documented, opportunities to protect and enhance these features in the Study Area shall be identified through the development process.
- a) For significant wildlife habitat, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the *Byron Gravel Pits Secondary Plan Area* and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
 - b) Significant wildlife habitat protection and/or creation may overlap with other protected and/or created natural heritage features and areas (e.g., wetlands and/or woodlands).
 - c) Assessments shall also consider local scale upland corridors that support plant and wildlife movement within the Study Area and to natural features and areas outside the *Secondary Plan Area*.



- v) Opportunities to enhance, restore and, where appropriate, expand the Natural Heritage System through Potential Naturalization Areas in locations aligned with the City's objectives for this *Byron Gravel Pits Secondary Plan Area* have been identified on Schedule 3. These opportunities may overlap and/or align with required replacement of wetlands, significant woodlands, woodlands and/or significant wildlife habitat elsewhere in the *Byron Gravel Pits Secondary Plan area*.
- vi) The City is supportive of exploring opportunities to protect existing and / or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*, in accordance with any applicable the *Endangered Species Act* and *Aggregate Resources Act* policies, and in consultation with the appropriate provincial agency(ies).

3.2.2 Protection of Significant Natural Features

Portions of the *Byron Gravel Pits Secondary Plan Area* meet the City's criteria for significant woodlands:

- i) Any development or site alteration proposal located adjacent to natural heritage features will be subject to all of the Environmental Policies of *The London Plan* and the *Provincial Policy Statement 2020*.
- ii) Naturalization, restoration and /or habitat creation is to integrate native and non-invasive species appropriate for the site and the target habitat(s).
- iii) Protection and enhancement of natural features should be detailed as part of any future landscape and park plans associated with future development applications.

3.3 Green Development

The *Byron Gravel Pits Secondary Plan* is based on a design in which one of the goals is to maximize the potential for sustainable development. This is achieved through such features as enhanced connectivity, mixed-use development, and an inter-connected open space system.

Through development applications, including site design and layout, proponents are encouraged to design and construct development to:

- i) Reduce the consumption of energy, land and other non-renewable resources;
- ii) Minimize the waste of materials, water and other limited resources;
- iii) Create livable, healthy and inclusive environments;
- iv) Maximize opportunities to incorporate green infrastructure;
- v) Reduce greenhouse gases;
- vi) Encourage pedestrian, transit and bike network access, as well as bike parking and storage.

3.3.1 Green Development Requirements for New Development Applications

As part of a complete application for development within the *Byron Gravel Pits Secondary Plan Area*, the applicant will demonstrate how the following are incorporated into the design of the proposed development:

- i) Green technologies consistent with the policies and objectives in the Green and Healthy City section of *The London Plan*;
- ii) LEED Neighbourhood Development principles or comparable green standard;
- iii) A range of residential dwelling types that support life-cycle housing, housing choice and affordability, and provide opportunities to age-in-place within the limits of the *Byron Gravel Pits Secondary Plan Area*;
- iv) Implement landscape design and plantings on private development sites which reduces the urban heat-island effect, improves air quality, moderates sun and wind, and improves ground water recharge;
- v) Retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist; and,
- vi) Quality materials for buildings that are durable and have high levels of energy conservation.



3.4 Habitat for Endangered and Threatened Species

Habitat for a provincially threatened bird species has been confirmed within the *Byron Gravel Pits Secondary Plan Area*. It is possible that habitat for other endangered and/or threatened species may be identified or confirmed through further environmental studies. Due to the Study Area's status as a gravel pit undergoing rehabilitation, application of both the Province's *Endangered Species Act* and *Aggregate Resources Act* must be considered together as long as the aggregate license remains active. As such, the following special policies apply:

- i) Ecological Studies to screen for, confirm and delineate habitat for endangered and /or threatened species shall be completed prior to any proposed re-development within the *Secondary Plan Area*;
- ii) Where habitat for a provincially endangered or threatened species is confirmed, the proponent (whether it be a private landowner, the City, or other) shall work with the Province of Ontario to ensure compliance with the *Endangered Species Act* and

Aggregate Resources Act, if applicable;

- iii) The City is supportive of exploring opportunities to protect existing and/or create new habitat for extant endangered and/or threatened species in the context of this *Byron Gravel Pits Secondary Plan Area*;
- iv) The City is willing to work with other landowners in the Study Area to help protect existing and/or create new habitat for extant endangered and/or threatened species on lands under its ownership within the *Secondary Plan Area* where opportunities exist, in consultation with the Province and in accordance with the applicable legislation; and,
- v) The City is willing to collaborate with other landowners and other interested parties to help protect and monitor existing and/ or created habitat for endangered and/ or threatened species in the Study Area, in consultation with the Province and in accordance with the applicable legislation.

3.5 Built Form

The *Byron Gravel Pits Secondary Plan Area* will contain a mix of low- to high-rise development. The vision contemplates a variety of building typologies, including singles, townhouses, apartments, and multi-storey mixed-use buildings.

The following general policies apply:

- i) Adequate setbacks shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law;
- ii) Buildings and structures located at the termination of vistas/ view corridors shall incorporate architectural design elements and massing that enhances the terminal view;
- iii) Garage entrances shall be oriented such that they do not terminate a vista/view corridor;
- iv) Buildings and structures located adjacent to natural heritage features should incorporate architectural element and massing that is compatible with the feature, and should be oriented to take advantage of their location adjacent to the natural heritage feature; and,
- v) To minimize private property interfaces with significant natural heritage features, planning and design measures will be integrated, which may include, where appropriate, features such as: window streets, and public parkland and/ or public access adjacent to natural heritage features are encouraged..





3.6 Affordable Housing

The development of the Byron Gravel Pit *Secondary Plan* will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall apply to the *Byron Gravel Pits Secondary Plan Area*:

- i) A 25% affordable housing component at a minimum of 80% the average market rate for a period of 25 years should be encouraged within the limits of *Byron Gravel Pits Secondary Plan Area* through a mix of housing types and sizes;
- ii) Opportunities for affordable housing shall be integrated into neighbourhoods and developments that provide an opportunity for a balanced mix of tenure and housing prices;
- iii) A variety of unit and housing types, including bachelor, 1, 2, and/or 3-bedroom units, should be included in new development applications to allow a diverse range of families to reside in

the area while also providing homes that are inherently more affordable;

- iv) Provide people with the opportunity to live and work near present or prospective jobs in the *Byron Gravel Pits Secondary Plan Area*;
- v) Innovative design elements, building techniques, or other tenure arrangements for residential developments shall be encouraged in order to increase the provision of affordable housing;
- vi) Additional Residential Units to support housing choice are encouraged, in accordance with the policies of *The London Plan*; and,
- vii) Each proposal for site-specific development will be assessed on its ability to contribute to a range of housing alternatives options and supportive amenities.



3.7 Servicing

3.7.1 General

Municipal infrastructure is located within proximity to the *Byron Gravel Pits Secondary Plan Area*. Available capacity and any required upgrades to the existing infrastructure will be assessed through future development applications, primarily Draft Plan of Subdivision and Site Plan Applications, in accordance with City standards.

In accordance with established policies, municipal infrastructure will be designed and constructed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted infrastructure servicing strategies.

The development limits for the *Secondary Plan* shall be limited to the extent of the area that is serviceable by the existing gravity servicing elevations, which vary across the site.

3.7.2 Stormwater Management

- i) In considering options for stormwater management, the following principles will apply:
 - a) Stormwater Management (SWM) measures will be designed to provide stormwater quality, quantity, erosion and water balance control targets identified for each policy area;
 - b) The SWM Strategy and associated control targets (e.g., water balance, are to be developed in accordance with the requirements of the natural heritage system to ensure environmental and ecological integrity, and to ensure functionalities are preserved and maintained). Appropriate water balance objectives and mitigation measures should also ensure any groundwater/surface water interactions are maintained across the *Byron Gravel Pits Secondary Plan Area*;
 - c) Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens/bioretention, green roof systems, or infiltration systems. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan Area;



- d) Development may be accommodated by available stormwater outlets and required control targets. A municipal stormwater management strategy would be required to service the Municipal Right-of-Way and new development. Permanent Private Systems (PPS) may provide the required stormwater targets for development blocks. Where existing SWM measures exist and are to service future developments (e.g. Longworth Policy Area), the development area will be designed to meet development conditions accommodated by the existing infrastructure or include PPS strategies supported by existing infrastructure. The SWM outlet for the Crestwood Policy Area is anticipated to be provided by the future Commissioner's Road West.
- e) Stormwater management systems shall be designed to contribute to the aesthetic components of the greenlands system and support natural heritage features or cultural heritage landscapes at any time in the land development process.
- ii) In accordance with established policies, stormwater management infrastructure will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted Stormwater Management Strategy for each Policy Area. Where permitted, Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage.
- iii) The implementation of SWM Best Management Practices (BMPs) is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical

conditions and land development within the Plan Area.

- iv) Stormwater management strategies shall be incorporated into all parking and other hard surface development.

3.7.3 Utilities and Telecommunications

- i) All local power and telephone lines and other cable services serving the *Byron Gravel Pits Secondary Plan Area* shall, where possible, be located underground and be grouped into a single utility conduit.
- ii) Utility services shall be permitted in all land use designations.
- iii) The City will support the provision of electronic communications technology involving high-capacity fiber optics to enhance telecommunications services within the *Byron Gravel Pits Secondary Plan Area*.
- iv) Utilities are to be located to provide for a landscaped growing area that supports tree longevity.
- v) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.







4.0 Policy Areas

The following character areas form place types unique to the *Byron Gravel Pits Secondary Plan* as shown on Schedule 5. These areas have separate identified character elements, which are defined in the character area policies. The character area policies and general policies of this Plan work together to fulfill the purposes of this *Secondary Plan*.

4.1 All Policy Areas

The *Byron Gravel Pits Secondary Plan Area* is envisioned as a dynamic mixed-use community providing for a range of uses and housing forms, centered around the pond and natural features within the Pit. The Intent, Character, Permitted Uses and Built Form and Intensity for each Policy Area are outlined in the following sections. The four policy areas and their general intent are:

- i) The Byron Baseline Policy Area forms the mid- to high-rise, mixed-use portion of the *Byron Gravel Pits Secondary Plan* and is to be pedestrian oriented. This area will further serve as a gateway to the community and including the Central Pond and Green Space Area.
- ii) The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road West and will be integrated with residential areas to the east of the *Byron Gravel Pits Secondary Plan Area*.
- iii) The Longworth Policy Area will provide a range of residential housing forms in the southern portion of the *Byron Gravel Pits Secondary Plan Area* which will be integrated with the residential neighbourhood to the south-east of the *Byron Gravel Pits Secondary Plan Area*.
- iv) The Central Pond and Green Space Policy Area is to provide passive recreational opportunities within the neighbourhood.

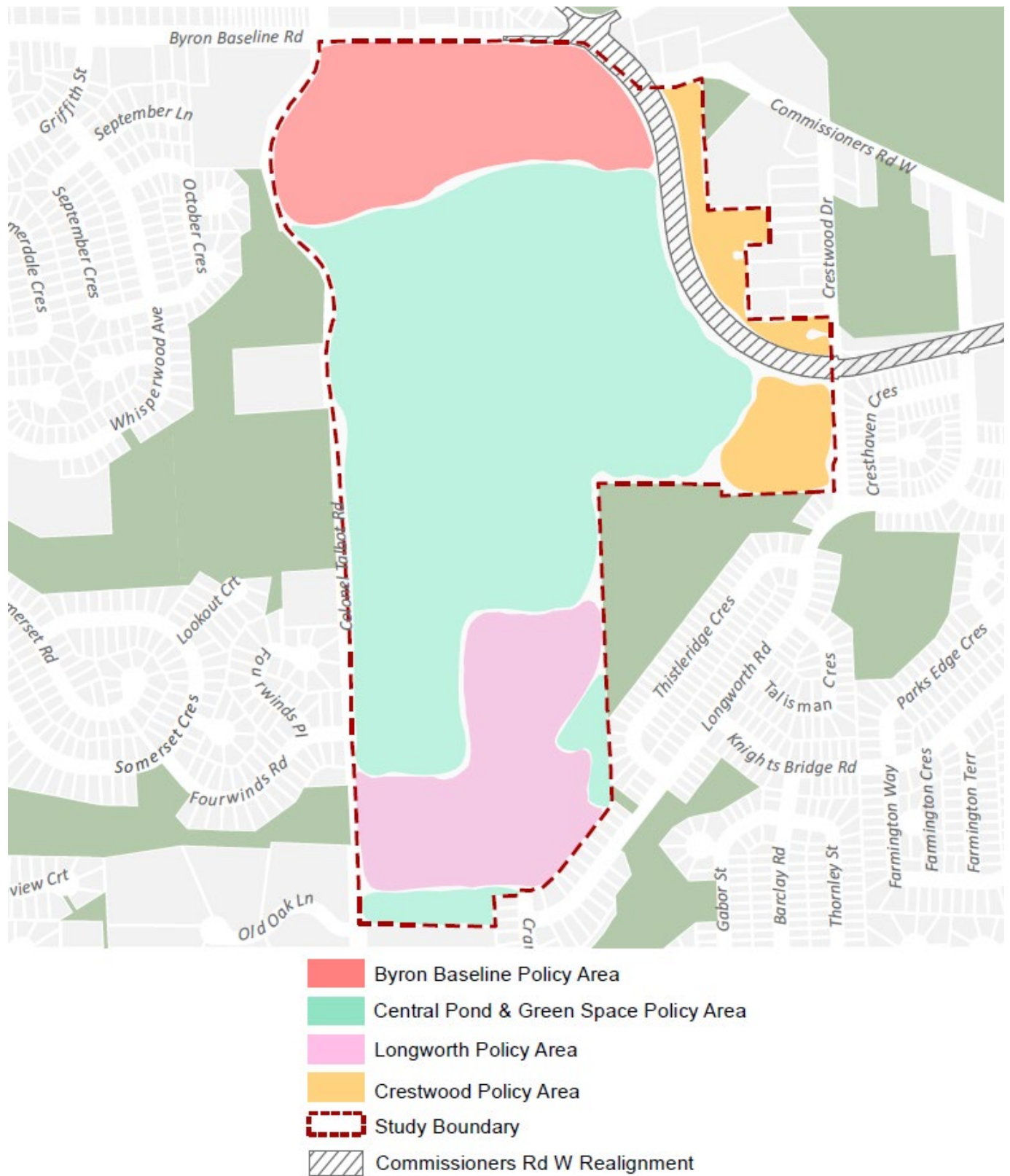


Figure 3: Character Policy Areas



4.1.1 Permitted Uses

Permitted uses in this *Secondary Plan* are specific to the Policy Area and will be outlined below.

4.1.2 Extent of Policy Area

The exact limit of the developable area within the Byron Baseline, Crestwood and Longworth Policy Areas shall be determined through future development applications. Development applications will be required to submit the appropriate technical reports, including a Geotechnical Report (outlining the stability of the slope), and studies that assess the feasibility of providing access and municipal services. Appropriate and safe setbacks shall be determined prior to any rezoning of the lands within the *Byron Gravel Pits Secondary Plan Area*.

4.2 Byron Baseline Policy Area

4.2.1 Intent

The Byron Baseline Policy Area fronts onto Byron Baseline Road between Colonel Talbot Road and Commissioners Road West as shown on Schedule 5. Multi-use pathways will connect the Gravel Pit to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West and to the parks and pathway system, including Springbank Park and the Arboretum. This Policy Area is intended to provide for the development of a mid- to high-rise, mixed- used district that is pedestrian-oriented, a focal point for the neighbourhood level services and civic functions, and a gateway to the Byron Gravel Pit neighbourhood and natural areas, including the Central Pond and Green Space Policy Area.

There are constraints on development within this area due to the steep slopes and Commissioners Road West Realignment. There are suitable areas for mid- to high-rise development in the northwest, near the intersection of Byron Baseline Road and Colonel Talbot Road, and northeast, near the intersection of Byron Baseline Road and Commissioners Road West. Vehicular access to development will be from connections to Byron Baseline Road given there is no available, direct access to Colonel Talbot Road or Commissioners Road West.

4.2.2 Character

The Byron Baseline Policy Area is planned to be a walkable and accessible urban mixed-use “main street” at a pedestrian scale. Buildings will be oriented to the street to create a vibrant human-scale streetscape that supports transit services and mobility options. Minimum and maximum setbacks, building heights and other regulations may be implemented in the Zoning By-law to achieve the desired built form and shall be assessed relative to the average grade of the centreline of Byron Baseline Road. Buildings located on corner lots or adjacent to the Central Green Space will be oriented to provide a primary face on both street frontages, and/or the Central Pond and Green Space. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape.

In addition to requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Establish a human scale along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West using streetscaping that prioritizes pedestrians and active transportation through the provision features, such as wide sidewalks, bicycle paths, street furniture, trees, landscaping, lighting, and other streetscape elements.
- ii) Site and orient buildings to address Byron Baseline Road and the intersections with the future road accesses and Commissioners Road West.
- iii) Animate the streetscape along Byron Baseline Road, Colonel Talbot Road and Commissioners Road West with active ground floor uses, including small-scale commercial, offices and residential within mixed-use buildings.

- iv) Incorporate a variation in building heights to establish visual interest in the skylines and establish views to the Central Pond and Green Space.
- v) Create multi-use pathway corridors which connect to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road West to the Central Pond and Green Space.
- vi) Maintain and enhance a view corridor into the site from Byron Baseline Road.
- vii) Develop a Promenade laneway adjacent to the pond with barrier-free access points.



4.2.3 Permitted Uses

A range of residential and commercial uses are permitted and encouraged within the Byron Baseline Policy Area

4.2.3.1 Residential Uses

Residential uses shall be permitted within standalone or mixed-use buildings. A residential component shall be required as part of any mixed-use development in this designation. In order to achieve the focal point function of the Byron Baseline Policy Area, residential uses within mixed-use buildings shall be located primarily on the second floor or above and non-residential secondary permitted uses shall be located primarily to the ground floor of mixed-use buildings. Non-residential secondary uses may also be located on the ground floor of any residential unit within a live-work built form.

Residential units located on the ground floor should encourage street level activity through features such as pedestrian entrances and porches. Permitted residential uses include:

- i) Apartments;
- ii) Townhouses; and,
- iii) Stacked Townhouses.

4.2.3.2 Commercial and Community Uses

Permitted small-scale convenience commercial, office, community and commercial recreation uses include those which are appropriate in a residential environment, provide a service to local residents, and which do not adversely impact neighbouring residential uses. These uses will only be permitted within mixed-use buildings with a residential component and in a small-scale format, up to a maximum Gross Floor Area of 300 square metres per use. These uses could include, but may not be limited to:

- i) Office uses including medical/dental offices, located on the second floor and above in residential mixed-used buildings;
- ii) Retail stores;
- iii) Restaurants;
- iv) Personal service establishments;
- v) Private and commercial schools;
- vi) Convenience stores;
- vii) Day care centers;
- viii) Specialty food stores;
- ix) Studios and galleries;
- x) Fitness and wellness establishments; and,
- xi) Financial institutions.

4.2.4 Built Form and Intensity

In additional to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) The heights of buildings along Byron Baseline Road shall transition downward from a maximum height at the Road Access Points and will decrease towards the intersections with Commissioners Road West and Colonel Talbot Road.
- ii) Building height will also transition inwards towards the center of the Gravel Pit with the greatest heights being located adjacent to the Central Pond and Green Space Policy Area.
- iii) Buildings in the Byron Baseline Policy Area shall have a minimum height of two storeys.
- iv) The standard maximum building height in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with an upper maximum of six storeys. At the future intersection of the road access points and Byron Baseline, the maximum height is nine storeys and the upper maximum is 12 storeys. There shall be a transition to the interior of the Policy Area where buildings shall have a standard maximum height of 12 storeys with an upper maximum of 18 storeys for lands fronting onto the Central Pond and Green Space Policy Area. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum heights will not be permitted without an amendment to this Plan in accordance with the Our Tools part of *The London Plan*.
- v) Buildings will be oriented to Byron Baseline Road and the Central Pond to create a vibrant human-scale streetscape that supports transit services.
- vi) Buildings located adjacent in proximity to parks and open spaces will provide opportunities to overlook into the open space.
- vii) Buildings should be designed to accommodate for permitted non-residential uses with residential uses located above.
- viii) The ground floor height of all buildings shall be greater than the height of any upper storey.
- ix) Windows and overhead pedestrian sheltering, taking into account Bird Friendly Design, are encouraged to be incorporated into the building ground level, especially facing streets. Ensure the weather protection reflects the building's architecture.
- x) All parking, storage and loading areas should be located in the interior and rear yard and shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- xi) The massing, siting and scale of buildings located adjacent to Byron Baseline Road, or along the edge of the Central Pond and Green Space Policy Area will orient their principal elevations/ entrances to these frontages and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Byron Baseline Road or the Central Pond and Green Space Policy Area.



- xii) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads and the Gateway/Public Access on Byron Baseline Road.
- xiii) Provide direct lines of sight from windows and balconies to the sidewalk and adjacent to the Central Pond Area.
- xiv) The ground floor elevation of buildings should step down along sloped frontages to reduce the exposure of foundations and avoid the need for ramps and retaining walls.
- xv) Development and its associated ground disturbance and grading shall provide for adequate buffer to the existing natural features.
- xvi) The implementing Zoning By-law shall include details with respect to front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.
- xvii) Building setbacks adjacent to Byron Baseline Road will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees, and will be located close to the property line adjoining the public road.
- xviii) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space and/or a residential lot, special landscaping/ building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.



- xix) Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened from the Gateway/Public Access and the Central Pond.
 - reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- xx) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement;
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development; and,
 - d) Not exceed 200 metres in length, to facilitate pedestrian connectivity.
- xxi) Each development block will:
 - a) Have frontage on a public road or Central Pond and Green Space Policy Area; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that
- xxii) Vehicular access to the Byron Baseline Policy Area from the surrounding street network will only be provided from Byron Baseline Road. No access to the realigned Commissioners Road West and Colonel Talbot Road shall be available to the Policy Area.
- xxiii) Site design will provide mid-block pedestrian connections, as identified on Schedule 2 to facilitate access and views to the Central Pond and Green Space Policy Area.

4.3 Crestwood Policy Area

4.3.1 Intent

The Crestwood Policy Area is located on the eastern extent of the *Byron Gravel Pits Secondary Plan* Area on the northeast and south sides of the Commissioners Road West realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road West is permitted, so development will not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the *Secondary Plan*.

4.3.2 Character

The Crestwood Policy Area will be urban residential in nature and will not allow for the identified range and size of non-residential uses anticipated in the Byron Baseline Policy Area. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility and integration with existing neighbourhoods to the east of the *Byron Gravel Pits Secondary Plan* Area;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.



4.3.3 Permitted Uses

Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, street townhouses, converted dwellings and cluster housing. Street townhouses, stacked townhouses, triplexes and fourplexes are permitted where appropriate based on *The London Plan* policies.

4.3.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban residential neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This Policy Area will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools part of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.

- iv) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement; and,
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- v) Each development block should:
 - a) Have frontage on a public road; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- vii) The implementing Zoning By-law shall include details with respect to front and exterior side yard setbacks for the various anticipated development forms and types to achieve the desired built form.





- viii) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
 - a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, and the Central Pond Area;
 - b) Clear, unobstructed views to the Central Pond Area shall be provided from the street; and,
 - c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- ix) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- x) Townhouse units are encouraged to provide design elements that support activity in the front setback.
- xi) Built form that is three storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xii) Buildings located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xiii) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xiv) Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road West shall be available to the Policy Area.

4.4 Longworth Policy Area

4.4.1 Intent

The Longworth Policy Area is located on the southern extent of the *Byron Gravel Pits Secondary Plan Area* on the east side of Colonel Talbot Road as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form.

Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to and integrated with these existing uses.

4.4.2 Character

The Longworth Policy Area will be urban residential in nature and will not allow for the range and size of non-residential uses anticipated in the other Policy Areas of the *Secondary Plan*. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

In addition to the requirements in *The London Plan*, all planning and development applications will be evaluated according to the following development principles:

- i) Ensure compatibility with existing neighbourhoods;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments; and,
- v) Provide a lookout along the publicly accessible trail system.

4.4.3 Permitted Uses

Permitted uses in the Longworth Policy Area include single detached, semi-detached, street townhouses duplex, and converted dwellings with the exception of cluster housing. Street townhouses and stacked townhouses are permitted where appropriate based on *The London Plan* policies.



4.4.4 Built Form and Intensity

In addition to requirements in the City Design part of *The London Plan*, the following policies apply:

- i) Primarily, the residential areas will develop as traditional urban neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Longworth Policy Area shall be a minimum of one storey, a standard maximum of three storeys, and an upper maximum of four storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools part of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- iv) The size and configuration of each development block will:
 - a) Be appropriate for its intended use;
 - b) Facilitate and promote pedestrian movement; and,
 - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.



- v) Each development block will:
 - a) Have frontage on a public road; and,
 - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vi) Notwithstanding the provisions of this *Secondary Plan*, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- vii) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- viii) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- ix) Townhouses located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- x) Single detached dwellings and townhouses, located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xi) Conceptual road networks are provided on Schedule 4 and will be reviewed through future development applications.
- xii) Vehicular access to the Longworth Policy Area from the surrounding street network should be provided from Cranbrook Road and Longworth Road.



4.5 Central Pond and Green Space Policy Area

4.5.1 Intent

The Central Pond and Green Space Policy Area identified in this *Secondary Plan* is meant to provide for high quality, regional-level recreational amenities and facilities at this unique and unprecedented site within the City of London.

Lands within this Policy Area encapsulate opportunities for a wide range of active and passive recreational activities at a regional scale, along with enhancement of ecological features. The Central Pond and Green Space Policy Area will be applied to natural and open space areas throughout the *Byron Gravel Pits Secondary Plan Area* which are recommended for preservation and recreational use.

These natural lands will allow for the protection and enhancement of existing ecological features and wildlife habitat integrated with active recreational uses including a multi-use pathway system. Development shall be directed to areas outside of the Central Pond and Green Space Policy Area.

4.5.2 Character

The Central Pond and Green Space Policy Area is characterized by unique topography within the City of London that features a central pond and steep slopes on all sides, as well as connections to surrounding areas. High quality recreational amenities and infrastructure within the Central Pond and Green Space Policy Area will be designed to ensure that the unique features of the pond, topography, natural features, and wildlife habitat will be enhanced and enjoyed by everyone.



4.5.3 Permitted Uses

This Policy Area encompasses the following distinct open space functions:

- i) High Quality Regional Recreational Activities and Facilities;
- ii) Open Space Active and Passive Recreational Uses;
- iii) Habitat for Threatened and Endangered Species;
- iv) Significant Natural Heritage Features;
- v) Natural Hazards and Slopes; and,
- vi) Water Resource System

Recreational Activities and Facilities may include, but not be limited to:

- i) Multi-use pathways;
- ii) An enhanced promenade around the central pond;
- iii) Formal and informal gathering places;
- iv) Viewpoints and lookouts;
- v) Connections between the Central Pond and park system outside the *Secondary Plan*; and,
- vi) Other active and passive recreational facilities and uses designed at a regional level.

4.5.4 Policies

The following policies apply:

- i) The City will endeavour to acquire all non-developable lands within the gravel pit through parkland dedication, land acquisition, dedication, or compensation provided for under the *Planning Act* and *The London Plan*.
- ii) A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Green Space Policy Area. This Master Park Plan will be founded on public engagement and City-wide needs.
- iii) Natural Heritage Lands are meant to protect existing ecological features and wildlife habitat. The provision of well-designed and sustainable public access to these lands will limit uncontrolled access that would otherwise be detrimental to these ecological features. Carefully designed public access and amenities will also minimize safety concerns near natural hazards.
- iv) Facilities and structures associated with future recreational uses may include kiosks, pavilions, washrooms, cantina, waterside café and accessory buildings.
- v) Multi-use, pedestrian pathways and bicycle pathways will be incorporated into subdivision designs.







5.0 Implementation

5.1 Implementation of the Plan

The *Byron Gravel Pits Secondary Plan* shall be implemented through the following implementation mechanisms:

- i) This *Secondary Plan* shall be implemented according to the provisions of the *Planning Act*, the *Provincial Policy Statement*, other applicable Provincial legislation, and the provisions of *The London Plan*, the City of London's Official Plan.
- ii) All municipal related works shall conform with the policies of this *Secondary Plan*.
- iii) All planning and development applications shall be consistent with the policies of this *Secondary Plan*.
- iv) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in subdivision and development agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- v) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and development agreements. Phasing of development, based on the completion

of external sewer and water services, may be implemented if required by the City of London.

5.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this *Secondary Plan*.

- i) It is intended that the interpretation of the policies of the *Byron Gavel Pit Secondary Plan* should allow for a limited degree of flexibility according to the following provisions:
 - a) The boundaries between land use areas as shown on the schedules of this *Secondary Plan* are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this *Secondary Plan* is maintained and that departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan Amendment to this plan;
 - b) Minor variations from numerical requirements in this *Secondary Plan* may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this *Secondary Plan* and Official Plan are maintained; and,
 - c) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this *Secondary Plan*, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

5.3 Municipal Works

Municipal works shall be consistent with the policies of the *Byron Gravel Pits Secondary Plan*. Such works could include:

- i) Sewer, water and wastewater infrastructure
- ii) Road development;
- iii) Public facilities
- iv) Parks; and,
- v) Pedestrian pathways and bridges.

5.4 Official Plan

- i) Any amendments to the text or schedules of this *Secondary Plan* represents an Official Plan Amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan.
- ii) Any applications to amend this *Secondary Plan* shall be subject to all of the applicable policies of this *Secondary Plan*, as well as all of the applicable policies of *The London Plan*, the City of London *Official Plan*.

5.5 Plans of Subdivision, Plans of Condominium and Consent to Sever

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.

5.6 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this *Secondary Plan* and applicable policies of *The London Plan*, the City of London *Official Plan*.
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to a Planning Impact Analysis as described in the Our Tools part of *The London Plan*, the City of London *Official Plan*. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights, which may not include the full range of heights identified in this *Secondary Plan*.
- iv) The lands within the area of this *Secondary Plan* may be zoned with an 'h' holding symbol in accordance with *The London Plan*, the City of London *Official Plan*.
- v) Holding Provisions may be considered in future Zoning By-law Amendment Applications.

5.7 Street Creation

New public streets, and private roads and accessways will be created through one of the applicable processes:

- i) Plan of Subdivision;
- ii) Plan of Condominium;
- iii) Site Plan;
- iv) Consent;
- v) Land Dedication; and,
- vi) Land Purchase.

Schedule 4 shows the Mobility Network. This *Secondary Plan* establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This *Secondary Plan* identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this *Secondary Plan* provided that the general intent and objectives of this *Secondary Plan* and *The London Plan*, the Official Plan, are maintained. The street network may need to be modestly realigned to address constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan Amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this *Secondary Plan*.

At the subdivision and/or site plan application, stage traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application. Access management shall comply with the City's Access Management Guidelines. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements shall be considered as part of the street design.

5.8 Required Studies

This *Secondary Plan* identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, *Byron Gravel Pits Secondary Plan Area*. The City shall determine on an application-by-application basis the need for studies, plans and assessments, and the stage in the approvals process for when they may be required:

- i) Final Proposal Report or Planning Justification Report;
- ii) Conceptual Site Design Plan/Building Elevations;
- iii) Urban Design Brief;
- iv) Affordable Housing Strategy or Statement demonstrating response to policies in section 3.6;
- v) Shadow Study;
- vi) Noise Impact and Vibration Study;
- vii) Wind Impact Assessment;
- viii) Financial Impact Study;
- ix) Archaeological Assessments;
- x) Cultural Heritage Evaluation Report;
- xi) Construction Impact Mitigation Study;
- xii) Subject Lands Status Report (SLSR);
- xiii) Environmental Impact Studies;
- xiv) Tree Inventory, Preservation, Protection and Edge Management Plans;
- xv) Green Development Statement demonstrating response to policies in section 3.3;

- xvi) Functional Servicing Plans (sewer, water and stormwater);
- xvii) Hydrogeological studies, including feature based water balance investigations and to support LIDs, as required;
- xviii) Geotechnical Report, including a slope stability assessment;
- xix) Stormwater Management Report, including traditional stormwater control measures, Best Management Practices (BMPs), and demonstrating reasonable measures to include LIDs to support ecological and hydrogeological recommendations;
- xx) Transportation Impact Assessment;
- xxi) Additional study requirements may be identified by the City as development within the *Byron Gravel Pits Secondary Plan* area proceeds; and,
- xxii) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

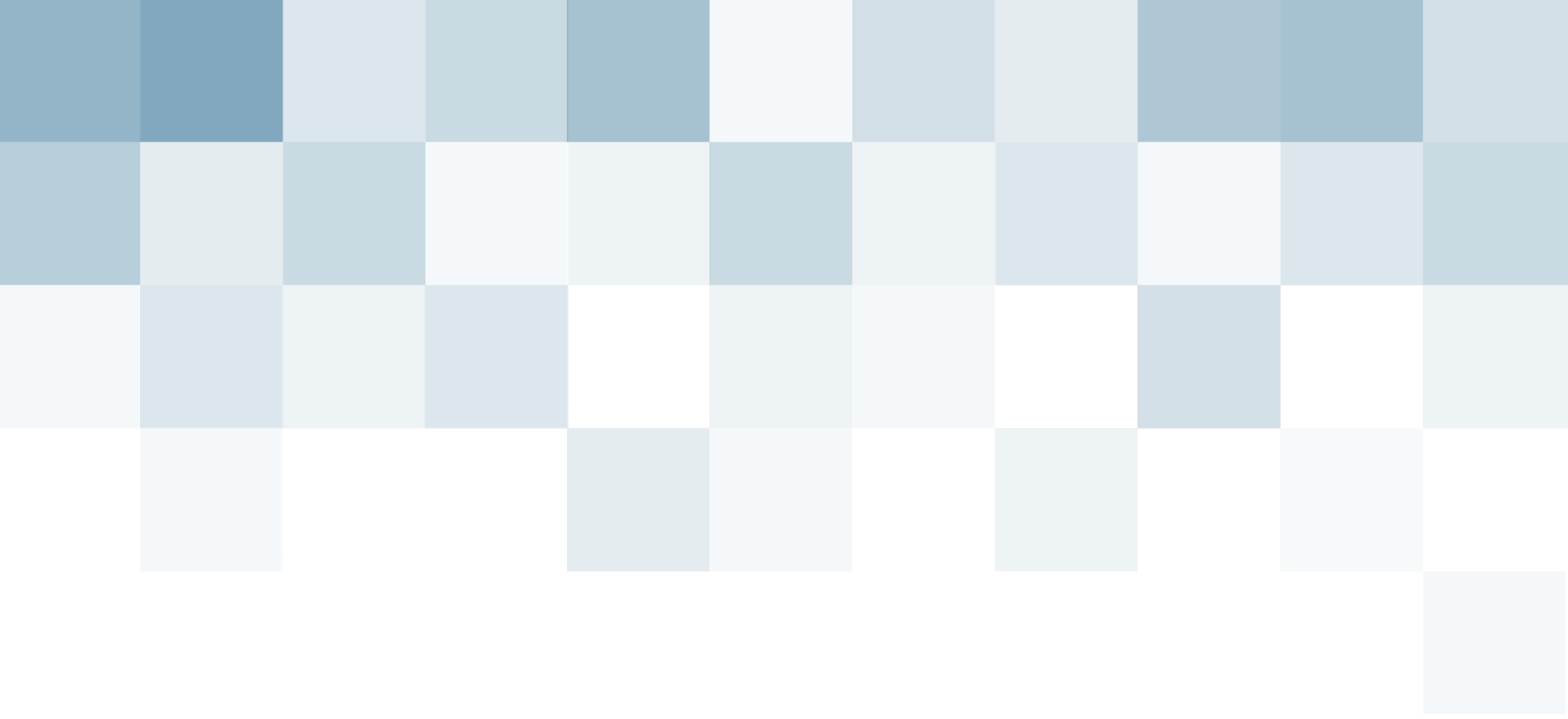
5.9 Site Plan Control

Any applications for Site Plan Control shall be subject to the policies of the *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*.

5.10 Guideline Documents

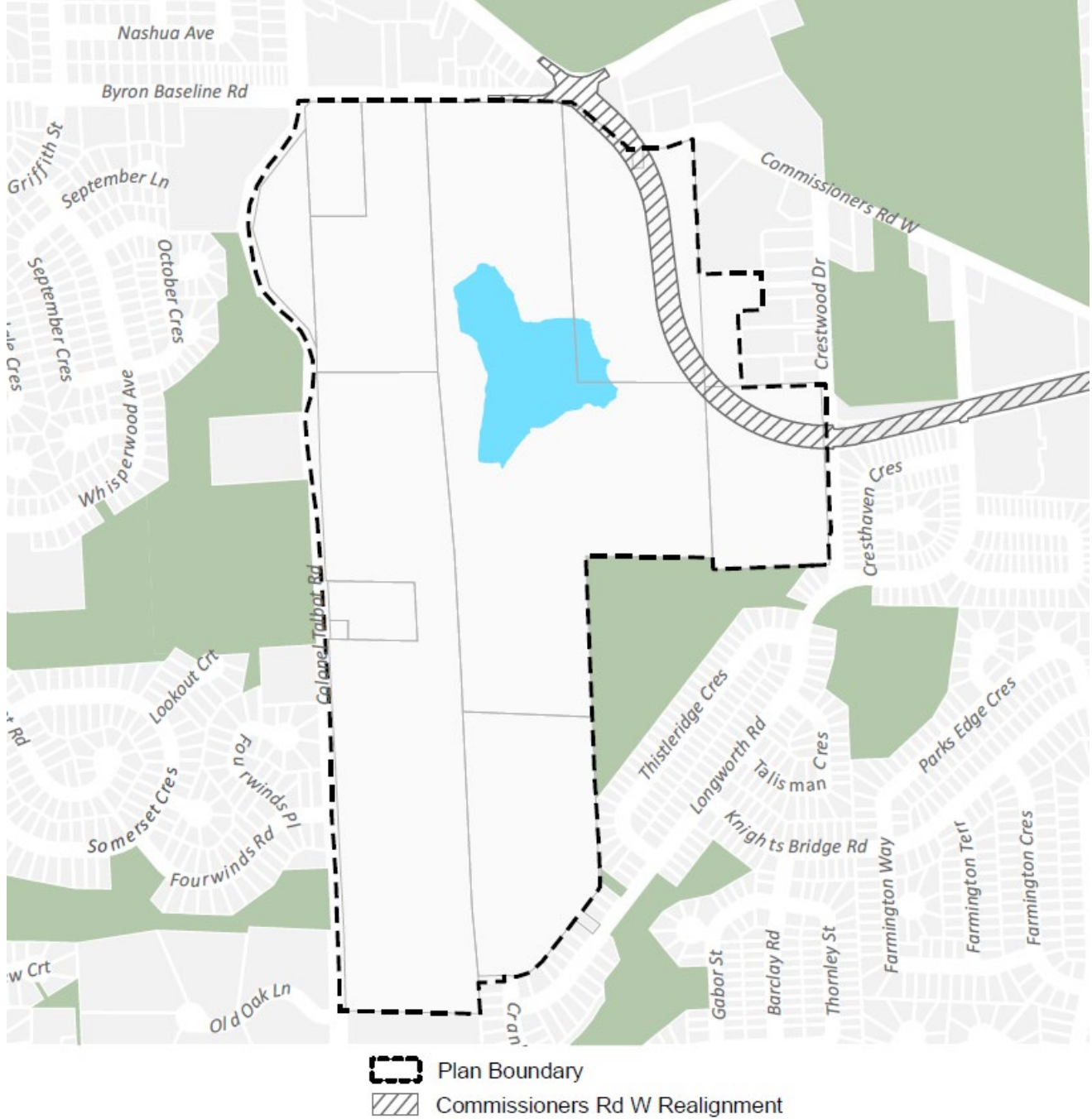
Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the *Byron Gravel Pits Secondary Plan Area*.



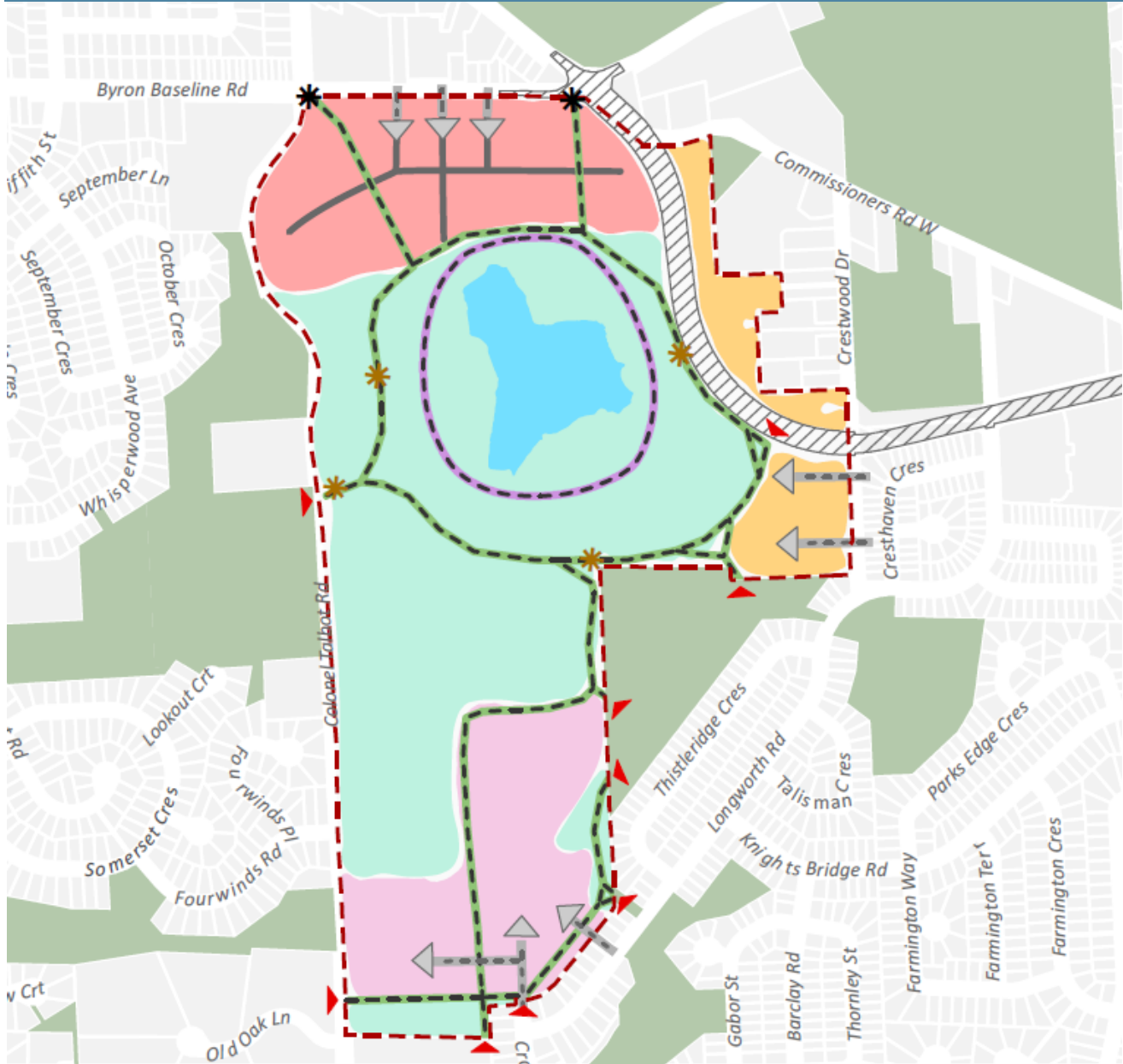


6.0 Schedules

SCHEDULE 1 - BOUNDARY OF PLAN AREA

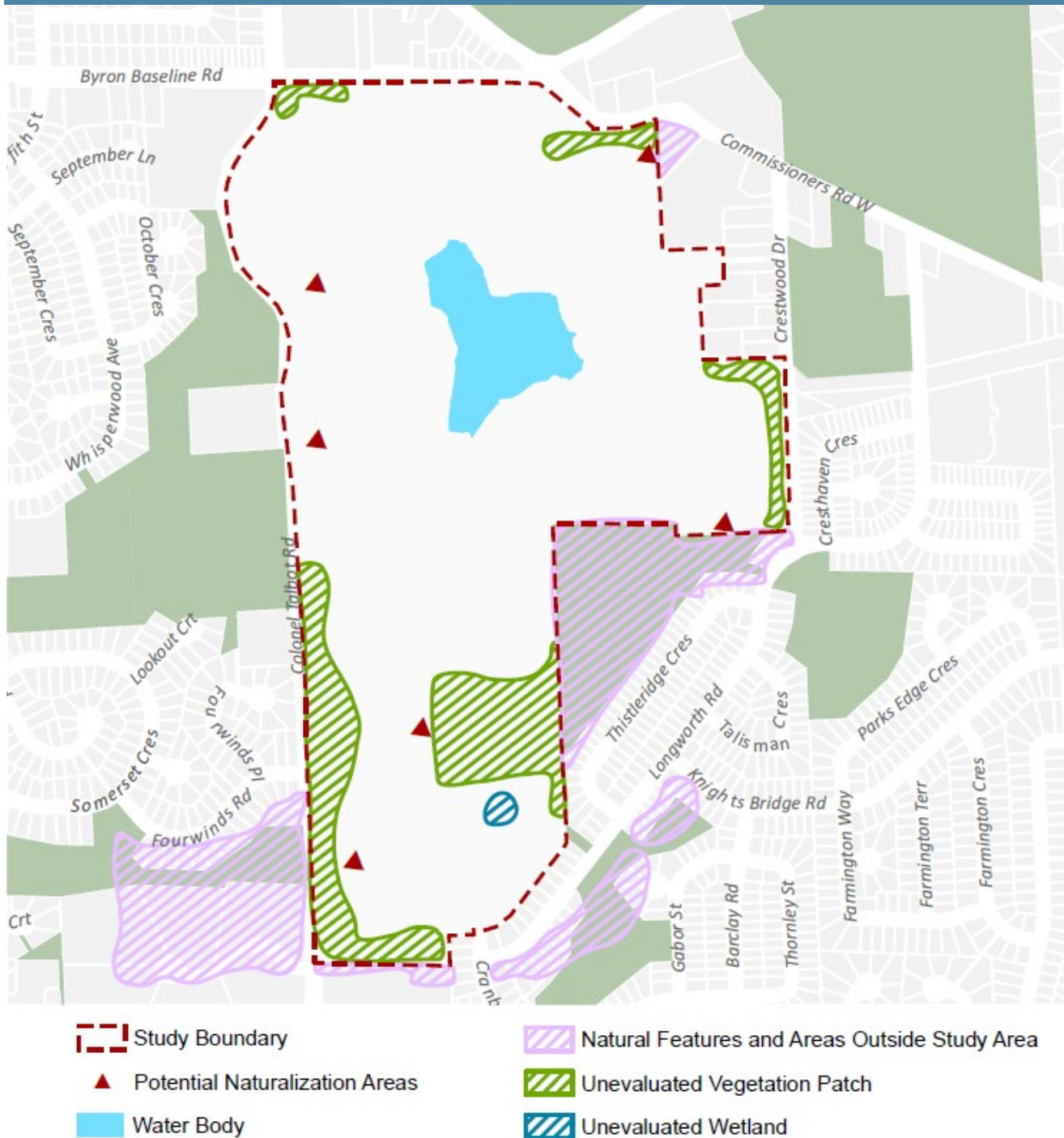


SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



- Gateway / Public Access
- Lookout
- Potential Pathway Entrance
- Byron Baseline Policy Area
- Central Pond and Green Space Policy Area
- Crestwood Policy Area
- Longworth Policy Area
- Study Boundary
- Road
- Multi-use Pathway
- Promenade
- Potential Road Access
- Commissioners Rd W Realignment

SCHEDULE 3 - NATURAL HERITAGE



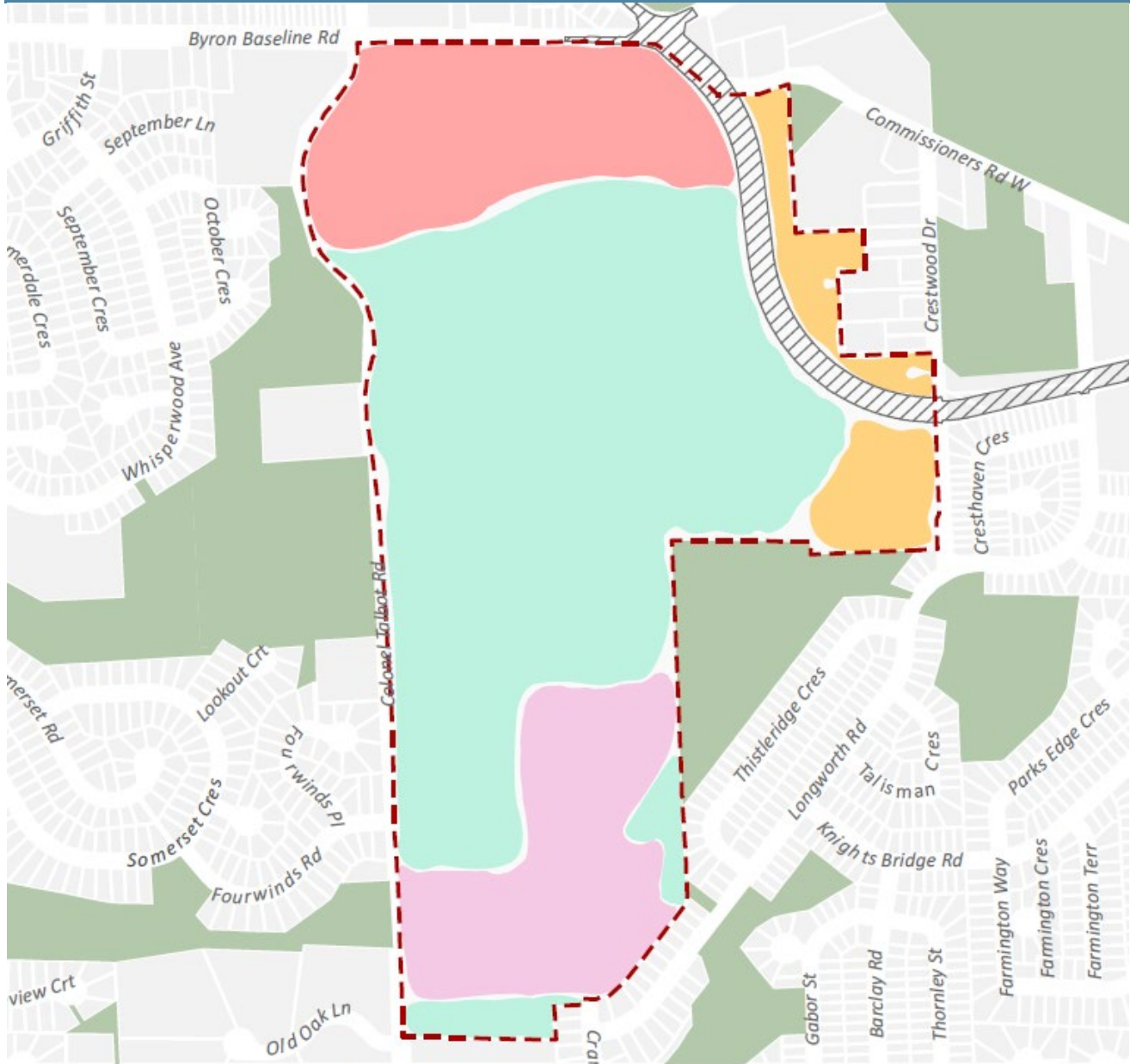
*Note: Habitat for Provincially threatened birds is known to occur in the study area. The City and landowners are to work with the Province to ensure compliance with the *Endangered Species Act*

SCHEDULE 4 - MOBILITY NETWORK



- * Gateway / Public Access
- ▶ Potential Pathway Entrance
- Multi-use Pathway
- Promenade
- Study Boundary
- /// Commissioners Rd W Realignment
- Road
- ◀ Potential Road Access

SCHEDULE 5 - CHARACTER POLICY AREAS



- Byron Baseline Policy Area
- Central Pond & Green Space Policy Area
- Longworth Policy Area
- Crestwood Policy Area
- Study Boundary
- Commissioners Rd W Realignment

SCHEDULE 6 - LONDON PLAN PLACE TYPES





Planning and Development
March 2024



Agency Comments

External Agency Comments

Bell Canada

Bell Canada is most interested in changes to the transportation network and/or policies and regulations relating to the direction of population growth and public infrastructure investments, heritage character, urban design, broadband and economic development related objectives and how Bell can assist London to be a connected community. We have reviewed the information provided, and would be pleased to provide the following comments in order to plan and facilitate the expansion of telecommunications and broadband infrastructure.

To facilitate the provisioning of this infrastructure, we appreciate the Municipality's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements.

Bell would also emphasize that receiving engineering and servicing/utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Municipality in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Moving forward, Bell Canada would like to continue to ensure that the landowners are aware and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium as follows:

Condition:

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the even that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

UTRCA



Thames
Canadian Heritage River

"Inspiring a Healthy Environment"

March 8, 2024

City of London – Planning Services
P.O. Box 5035
London, Ontario N6A 4L9

Attention: Alison Curtis and Michael Clark (via e-mail)

Re: UTRCA Comments

Byron Gravel Pits Draft Secondary Plan - File No. O-8434

Applicant: The Corporation of the City of London

The Upper Thames River Conservation Authority (UTRCA) has reviewed this Draft Secondary Plan with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard policies contained in the Provincial Policy Statement (2020, PPS).

BACKGROUND AND PROPOSAL

The lands are located in southwest London and are comprised of fourteen (14) separate parcels including one parcel in the northwest corner which is owned by the City of London. The lands currently contain five (5) licensed aggregate extraction operations (Licence Numbers 2093, 2098, 2255, 13115, and 48596) and are nearing depletion of new materials. The secondary plan process for this area was initiated in 2016 to determine potential future uses. At this same time, the Commissioners Road Re-Alignment Environmental Assessment (EA) was also underway. This EA was completed in 2019.

The Byron Gravel Pits Draft Secondary Plan seeks to create a mixed-use community which is integrated into the existing communities surrounding the lands. In addition to residential and commercial uses, the proposed community contains a central pond and open-space policy area which includes the side slopes and pond in the central portion of the site, by-products of the aggregate uses, and natural area not suitable for further development.

This Draft Secondary Plan is providing direction for future development applications. No development is proposed at this time.

CONSERVATION AUTHORITIES ACT – Section 28 Regulations

Sections of the subject lands within the secondary plan area **are** regulated by the UTRCA in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of:

- Erosion hazards associated with steep slopes; and
- The area of interference related to potential on-site wetlands.

Please refer to the attached mapping for the location of the regulated feature. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA. As shown on Map 5 of the London Plan, there are potential unevaluated wetland(s) on the subject lands that are not currently captured on the enclosed regulation limit mapping.

1424 Clarke Road, London, Ont. N5V 5B9 · T: 519.451.2800 · E: infoline@thamesriver.on.ca www.thamesriver.on.ca

UTRCA Comments

[File No. O-8434 - Byron Gravel Pits Draft Secondary Plan](#)

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA's Environmental Planning Policy Manual is available online at:

<https://thamesriver.on.ca/wp-content/uploads/EnvPlanningPolicyManual-update2017.pdf>

NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on Planning Act applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority's regulations with respect to site alteration and development activities.

The UTRCA's natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3.2.4 Riverine Erosion Hazard Policies

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

3.2.6 Wetland Policies

New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hazard, hydrological and ecological function of the feature.

DRINKING WATER SOURCE PROTECTION – *Clean Water Act*

For policies, mapping and further information pertaining to drinking water source protection; please refer to the approved Source Protection Plan at:
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

COMMENTS

The UTRCA has reviewed the provided Byron Gravel Pits Draft Secondary Plan. The Byron Gravel Pits Draft Secondary Plan is providing direction for future development applications. No development is proposed at this time. We offer the following comments:

1. A Slope Stability Assessment(s) will be required to be completed by the landowner(s) to rehabilitate the existing slopes back to safe grades and determine appropriate development setbacks.
 - a. It has been indicated that these studies will be done as part of the future Subdivision process for the lands.

Page 2 of 3

UTRCA Comments
[File No. O-8434 - Byron Gravel Pits Draft Secondary Plan](#)

- b. In addition to *Planning Act* processes, the UTRCA provides comments under the *Aggregate Resources Act* for new license applications, as well as Site Plan Amendments. Any Site Plan Amendment applications that are required to alter the existing Rehabilitation Plan for the existing pit operations, will be reviewed by our office.
2. As shown on Map 5 of the London Plan, there are potential unevaluated wetland(s) on the subject lands that are not currently captured on the enclosed regulation limit mapping.
 - a. Should these potential wetland features be determined to be present, they will be regulated by the Conservation Authority accordingly.
3. The UTRCA will work with property owners once future *Planning Act* applications are submitted to ensure future development is done in a safe manner (i.e. Draft Plan of Subdivision, etc.).

As this application is still in the consultation stage, the aforementioned requirements may change depending upon the policy in place at the time of application submission.

We remind the applicant that the necessary written approval must be obtained prior to undertaking any additional site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Thank you for the opportunity to comment.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY



Aisling Laverty
Land Use Planner I

c.c.: Mike Corby, City of London
Jessica Schnaithmann, UTRCA

Page 3 of 3

Public Engagement

Community Engagement

Public Liaison: On October 5, 2023, Notice of Public Information Centre was sent to 718 property owners and residents within an expanded 240m distance of the *Secondary Plan Area*. Notice of Public Information Centre was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, October 5, 2023. Multiple “Planning Application” signs were also placed on the northern, eastern, and southern limits of the *Secondary Plan Area*.

Public Information Centers (PICs) were hosted by City Staff at the Bostwick Community Center on October 24th, 2023, and October 26th, 2023, between 5:00 p.m. and 8:00 p.m. Both PICs were well attended by members of the public, including property owners within the *Secondary Plan Area* and adjacent. Over 60 people provided written comments and/or asked to be notified of future updates regarding the *Secondary Plan*.

An article announcing the release and providing an overview of the draft *Byron Gravel Pits Secondary Plan* was published in the *Byron Villager*, a local community magazine, in December 2023. A follow up article to provide an update on the changes since the release of the draft secondary plan and give notice of the Public Participation Meeting at the Planning and Environment Committee was published in the April edition of the *Byron Villager*.

Londoner Notice: 1350 Wharncliffe Road South; located northeast of Middleton Avenue and south of Bradley Avenue – The purpose and effect of this application is to consider a proposed Draft Plan of Subdivision and Zoning By-law Amendment to allow for a residential subdivision. **Draft Plan of Subdivision** - Consideration of a proposed Draft Plan of Subdivision to allow for: twenty-eight (28) single detached lots, eleven (11) lots for townhouse units and one (1) medium density block, one (1) reserve block, and two (2) streets (Southbridge Avenue and Street A). **Zoning By-law Amendment** – Consideration of an amendment to the Zoning By-law Z.-1 to change the zoning from Holding Urban Reserve (h-17*h-42*UR6(1)), to: Residential R1 Special Provision (R1-13(7)) Zone for Lots 1 through 28 to permit single-detached lots with a minimum lot area of 270 square metres and a minimum lot frontage of 9 metres; Residential R4 Special Provision (R4-6(_)) Zone for lots 29 through 39 to permit street townhouses with special provisions for minimum lot frontage of 6.7 meters, a maximum lot coverage of 50 per cent, and a height of 12 metres; and, Residential R6 Special Provision (R6-5(_)) Zone to permit cluster housing with special provisions for a minimum front and exterior side yard of 1.5 meters, and a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. The City may also consider applying Holding Provisions in the zoning.
File: 39T-22501 & OZ-9502 Planner: A. Curtis x. 4497

Public Comments

Email Comments/Inquiries

Good afternoon Alison,

I was driving past the Byron gravel pit today and noticed the city was open to suggestions about what the land can be used for so I would like to submit my idea.

It would be a wonderful place to install an 18 hole disc golf course. After planting some trees and installing baskets it is a relatively cheap endeavour and could result in a world class course.

Disc golf is a fast growing sport. St Julian park located on the east end of town is always busy with multiple groups of people playing. There would also be opportunities to host tournaments there which often times bring people for around Canada and the US to compete and spend money in the city.

Thank you for taking the time to read this. Have a wonderful day.

Bob Deen

Dear Alison

It was great to meet you at the public information session on Thursday last week. I was the tall, Scottish guy with my daughter (but I'm sure you met a lot of people on the night!).

I have thought about your plans a lot in the last week. For some background, I moved to Canada in January of this year after 20 years in London, England where I still have my own real estate company (www.goviewlondon.co.uk).

Community Soccer Centre

I am now coaching soccer at Byron Optimist Club for the younger generation, I coach boys and girls from 8 to 11 and they have great enthusiasm for the game. It does concern me that there is a limited resource of good quality indoor soccer pitches for this generation as they get older and perhaps the redevelopment of the Gravel Pit allows an opportunity for a community sports centre that could also be used by the older generation for walking soccer.

Soccer is seen as the most participated sport for young people in Canada, and is very accessible for many to play with a low cost of entry. (Currently, there is an estimated one million youth soccer players in Canada, and as a comparison there are around 600k registered youth Hockey players.)

There are certain community centres and school gymnasiums that can be utilised in winter but these are not purpose built for soccer and I think with the redevelopment happening it would give a great opportunity for a community resource that older people could use during the day and younger people in the evenings.

There is a great number of outdoor pitches in the area, but as we know these are not accessible in the 4/5 winter months, and the Gravel Pit plans could provide a great opportunity to put in place a highly impactful, practical resource for the community.

Community Cafe, Parent meeting point

One of the things that has struck me about the area too is that there is a lack of meeting points for first time parents especially in the winter. If there was a community cafe for parents to meet and community classes for them they would all feel the benefit at a time that can be really challenging in their life.

I know the library does have some classes for kids which are well intentioned but I think there is something more refreshing for young mums with a cafe culture and play area for kids that could also double up for presentations/talks/demonstrations with childcare experts.

Cafes don't seem to have much economic success in the area from what I can gather so there would potentially need to be some form of subsidy on the rent if it was to be privately operated (I know from UK developments how slow the uptake can be on commercial enterprises within these developments).

All in all, I think both ideas would serve the community exceptionally well for years to come and put Byron at the forefront of long-term health and happiness for residents of London. I am happy to speak in person and attend any community feedback sessions that you think would be appropriate for me to attend. Thank you for giving me the opportunity to contribute to the consultation.

Kind Regards

Donald Collins

Hello:

We received the Secondary Plan. Does the City plan to tear down the charming wooded area along Colonel Talbot Rd which has been enjoyed for decades? Hopefully not.

We were very unhappy with a monstrous apartment bldg carved into the beautiful forest along Springbank at snake hill.

Thank you and look fwd to hearing from you

Jan Bryan

Hello Alison,

I think the Byron Gravel Pit Secondary Plan looks promising - great work!

My comment/question:

I'm of the view that the winding portion of Col Talbot Road should be realigned in a similar manner to Commissioners Rd, for the same reasons: a safer roadway for all users - motorists, cyclists, pedestrians. It is currently not very safe for anyone.

If allowance for a realignment isn't provided for now, I imagine it would be much more difficult in the future.

I don't see any discussion around this possibility, even for the purposes of ruling it out (although let me know if I've overlooked something). If it wasn't considered, what is the mechanism to have it considered?

Thanks!

Kent

Hello,

I am attaching a PDF file regarding the Byron Gravel Pit plan. First names in the document are used with permission.

Crestwood Plan - Current Single-Family Homes at Crestwood and Longworth Rd

Hello,

We are the owners and neighbours (Amy and Nick, Lucy and Family, Lindsey and James, Diana and Aaron) of the four SingleFamily Homes at the corner of Crestwood Rd and Longworth Rd. We think the London Plan for the

Byron Gravel Pit Rehabilitation is exciting for London and for our Neighborhoods. We would like to share some ideas and concerns, since we border the study area, which include; language discrepancies in the London Plan literature, labelling of Maps, current climate buffers, current wildlife, trees, current and future cut-through traffic, speeding, and the new Commissioners Rd language contained in the Crestwood Plan.

Language Discrepancies

1.) Privacy language difference between the Byron Baseline Policy Vs Crestwood Policy areas.

Byron Baseline Area- Page 39, IX,
“New development shall be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly regarding adequate privacy conditions for residential buildings and their outdoor amenity area.

Crestwood Policy area- The above statement (Page 39, IX) is missing in the Build Form Intensity section for the Crestwood Policy Area.

2.) Crestwood Policy Area- Page 45, XX, XXI “Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road shall be available to the Policy Area”. This statement is confusing. Once the new Commissioners Rd is Built according to plan, there will be access to Crestwood Rd from the Old Commissioners Rd, North of the New Commissioners, and access to Crestwood Rd from Longworth Rd, South of the new Commissioners. Clarification on the language regarding this statement would be appreciated, Page 45, XX, XXI. The concern is that it could be interpreted that development in this Policy area could be greenlighted very easily.



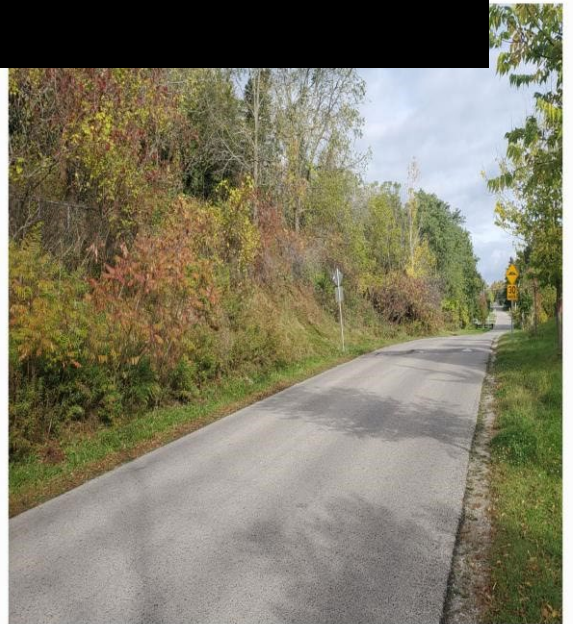
Trees and Climate Buffers

Along Crestwood Dr, there is a dense forest of trees and brush that is similar length to the spring fed lake within the gravel pit. The area has been bordered and protected by perimeter security fencing installed by Lafarge, which has greatly helped trees and wildlife to flourish in the area for years. The trees and foliage provide a wind/climate buffer to the surrounding neighborhoods including the residential area of Cresthaven Crescent. This treed section along Crestwood Rd is the **only** forested section on the entire East Side of the Study Border. Preserving this area along the new commissioner's is our idea for this area. The proposed pathway could be unencumbered from residential activity, and wouldn't it be nice to have old growth forest along the pathway, currently used by the abundant wildlife and migratory and protected species like the Bank Swallow use these local trees to perch when not in their burrow. The following are links specifically related to Bank Swallows, for information purposes only

<filestream.ashx>
(escribemeetings.com)

[Ministry probing possible Endangered Species Act violation at Byron gravel pit](#)
| [CBC News](#)

[Little known giant colony of bank swallows under threat in Byron gravel pit](#) | [CTV News](#)



“Unevaluated Vegetation patch (Forest along Crestwood Drive)”.

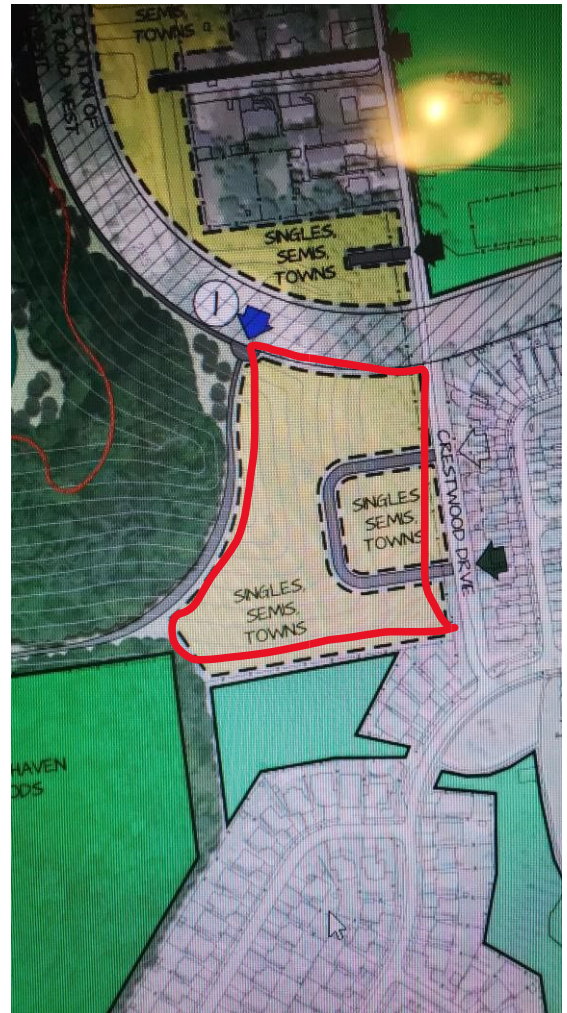


Map Labelling and Language Discrepancies

The following contains language for the Crestwood Policy Area. See highlighted section for language discrepancies regarding build type. The area bordered in Red has consistently been Labelled as Single, Semi's, Towns.

The Secondary Plan Report for Crestwood Area-
Page 34, 4.1 - "The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road and will be integrated with residential areas to the east of the Secondary Plan area."

Page 42
4.3.1 Intent "The Crestwood Policy Area is located on the eastern extent of the Secondary Plan area on the northeast and south sides of the Commissioners Road realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road is available, so future development not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the Secondary Plan.
4.3.2 - Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy."



4.3.3 “Permitted Uses Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, converted dwellings and cluster housing. Street townhouses, stacked townhouses, low- and mid-rise apartments, triplexes and fourplexes are encouraged where appropriate. 4.3.4 Built Form and Intensity i) Mid-rise apartment buildings will be composed of three sections; a base, middle and a top. Each section shall be distinguished architecturally”.



4.3.3 Permitted Uses Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, converted dwellings and cluster housing. Street townhouses, stacked townhouses, low- and mid-rise apartments, triplexes and fourplexes are encouraged where appropriate.

4.3.4 “iii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of The London Plan. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools Section of The London Plan.”

Wildlife

Migratory animals and the endangered species Bank Swallows. Owl, Blue Jays, Cardinals, Wild Turkey families, Coyote, Hawks, Rabbit, Deer families, and other wildlife which has all been seen from our backyards into the Trees and Brush along Crestwood Rd and Cresthaven Woods. Once the proposed new Commissioners Rd is complete, this forested area would be the only buffer left for wildlife to be protected. It also contains berry and apple trees not seen at Cresthaven Woods. This forested area is currently protected by perimeter security fencing (installed by Lafarge years ago) which has greatly helped the area wildlife thrive without human or vehicle disturbance.



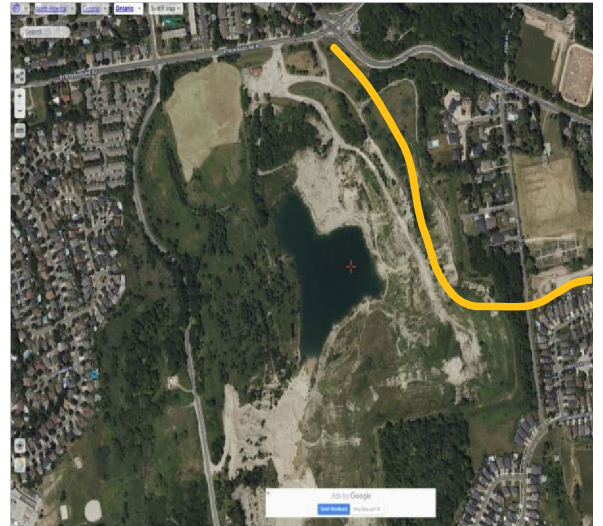
Current Satellite Images

Forested Area along Crestwood Rd/New Commissioners Rd. Forested area along Crestwood Rd is bordered in “orange”. “Yellow is the new commissioners Rd proposal.” The length of forest is similar in length to the lake inside the gravel pit.



Traffic and Speeding (current and future)

Longworth Rd has become a cutthrough traffic area. We witness speeding every day. Longworth and Cranbrook Rd's are pedestrian active with children, pets, runners, Halloween Events and Decorations which



have made the news, Cresthaven park events,

Basketball, soccer. Neighbours

have

discussed options such as;

lowering speed limit to 30km/hr.,
pedestrian crossing Lights, stop signs,
speed bumps.

Thank you for your time. We

**welcome you to visit our
neighborhood and knock on
our door anytime.**

Sincerely,

Aaron and Diana Jones
733 Longworth Rd. London.
N6K0B5

Thanks,

Aaron Jones

Phone Inquires

Jan Bryan

Summary of PIC Comments

First Name	Last Name	Comment
Caryn	Humphreys	If any buildings for residential get build on Crestwood, we would strongly refer they not be very high (for floors max for example), to keep the aesthetic of the mature foods present in the area.
		As a resident on Crestwood Drive, I would like if our quiet street remains quiet and safe for our kids after commissioners intersects Crestwood.
		Ensure all developers pay 100% of all and any infrastructure upgrades surrounding the development.
		There is a large black swallow colony nesting in the cliffs of the Byron Gravel Pit. They are listed at risk in Canada and the Migratory Birds Convention Act, 1994 protects bank swallows, its nests, and eggs.
Eric	Magni	Please consider continuity of trails. Byron Optimist Sports Complex via trail through Somerset Woods Park - through the gravel pit and into Springbank Park. Ensure safe, efficient crossing from the gravel pit to Springbank Park.
M	Marcy	It certainly looks like a great plan with different types of residential and activities. It would be nice to have a pedestrian bridge connecting to Springbank Park.
Marilyn	Vessie	I have listed at 1741 Fourwinds Road for 40 years and glad to see something done with the gravel pit. My concern in all of these years and the future is no sidewalk or bike path (preferably both) along Colonel Talbot. This is a safety issue that should have been addressed long ago.
Jon		In the heart of Byron, surrounded by the hub of London's park system (Springbank), it is a great opportunity to add heigh to the high rise buildings and thus more homes and units to a thriving area. Due to the topography the height will not be an eye sore and will be a great 2nd use to an old gravel pit along baseline road.
Chris	Collins	I would like to see the focus on environment and wildlife (the black swallows). I am also concerned with the mud on Colonel Talbot that has been a major problem. I don't want to see it worsened as this area is developed.
Theo		Please preserve the natural space. No more high rises in Byron!

John		Please preserve the natural space. No more high rises in Byron!
		Have you ever considered looking at "Buchart Gardens" in Victoria BC? It is a former gravel pit.
G	Krieger	All looking great with walking and hiking trails but no motor bikes please.
M	Flynn	Please protect the bank swallows habitat, and provide meadows/marshes for their food sources.
David		An environmental impact study needs to be done as to how development plan, wildlife, current parking along Longworth Rd., Thistleridge etc. (Will there be enough parking?), and traffic flow.
		Maybe do a snow study and swap the land with Boler.
Leah	Jones	More high rise means more units for people to live! With the pond and trails, the more units the better.
Steve	Stapleton	This is a great opportunity to intensify given the minimal impacts associated with heigh and existing residential, specifically, baseline road and col. talbot road. Minimum heights should start a 5 stories and tier to 20 stories vertical to the site.
Martin		Please provide access points for cars and maybe small parking lots at lookout points for "visitors" to walk/use then multi-use pathway.
Joanne	Wilson	Thank you to Anna Hopkins for the time she spent explaining the reasons for the traffic flow. Also the planning and project team for their response. All were excellent.
Mary	Boyle	Not pleased with high/mid density development on Byron Baseline - too close to the road. Too many people = increased crime rates. Traffic corner will be insane with new road design coming down commissioners/Byron Baseline. Please reconsider moving back from Byron Baseline Road and look at high end condos.

		Concerned about the impact of higher density 3-4 storey apartment being allowed to be built in the Longworth policy area. There is a lot of traffic along Longworth rd. as it is now. Also the impact of this much development in this area and the impact on the green space. This plan is a drastic change from the last one that was presented. There was going to be much less housing and more preservation of the area. This plan could impact property values in the area to their detriment along with the natural areas that protect wildlife.
Kim & Gord	Bannister	
Karen	Froese	Hope the plans include adequate parking for the recreational area.
Jessica	Thornton	Public transportation and widening of the roads to allow for more traffic. The birds - how will they be safely relocated, if at all?
		I am concerned about the proposed access from Crestwood Dr. to the possible residential development off of the rerouted Commissioners Rd. Is there a way to accomplish this? There also doesn't seem to be a lot of room for housing in the Crestwood Policy area.
Kristina	White	What are the planned efforts to protect the endangered Bank Swallows Colony?
		Would prefer if no close housing happens in the woods along Crestwood Drive. This would not only displace deer, coyote, and other wildlife, but would potentially permanently change how quiet and private the neighbourhood is on Crestwood.
Donald	Collins	It is great the city has a bold vision for this land. Please can you consider: Childrens playground, indoor soccer hub to take account of the number of children wanting to play locally plus seniors who could benefit, Pickleball courts for seniors, community center for locals, the commercial elements maybe a cafe.
		I like how you've maximized greenspace and walkways and the connection to Springbank Park. Is the water in the centre swimmable or just ornamental? what about kayaks, canoes, etc? Also benches in the greenspace please!
Rhett	Wibbing	
Jeff	Nicks	
Wayne	Maclean	
Irene	Philip	
Paul	Hubert	
Keith	Ermellimi	

Nada		
J	Zeeman	
Karen	Froese	
Robin	Nagpal	
Courtney	Benetrau	
Mary Ellyn	Karlson	
Heather		
Wayne	Senft	
Cindi	Verleyen	
Art		
Noreen	Davis	
Mary-Lou	Roder	
Alex	Vendris	
Katherine		
Doug	Hunter	
Randy	Trudeau	
Dejeu		
Andrew	Murray	
Thomas	Gunawan	
Bob	Bouane	
G	Prosser	
Barry	Spratt	
Marilyn	Nash	What will 800 Commissioners Rd. W be called when the Commissioners Rd. extension opens?
Cassio		



Draft Byron Gravel Pits Secondary Plan



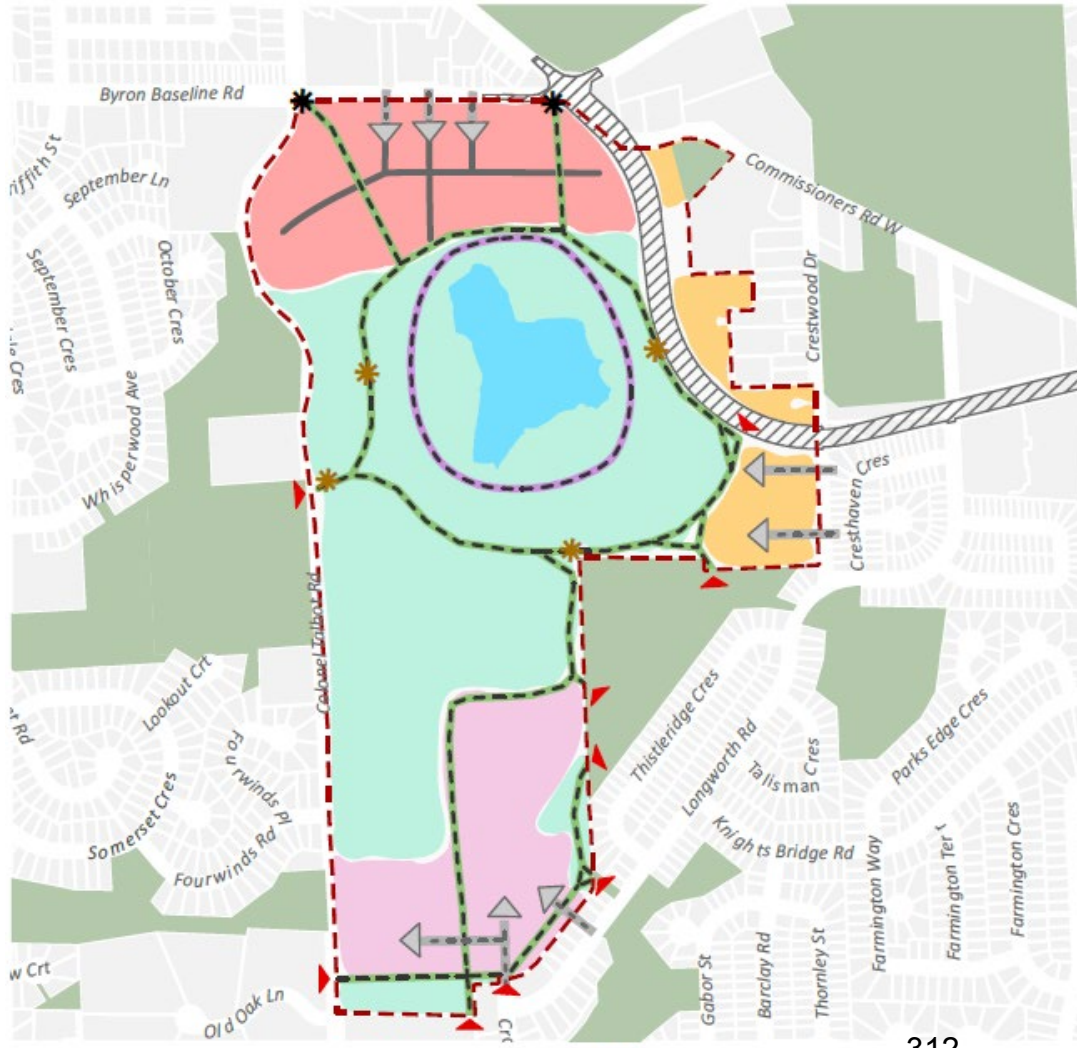
December 14, 2023














Integrated Transportation Community Advisory
Committee

Existing Conditions

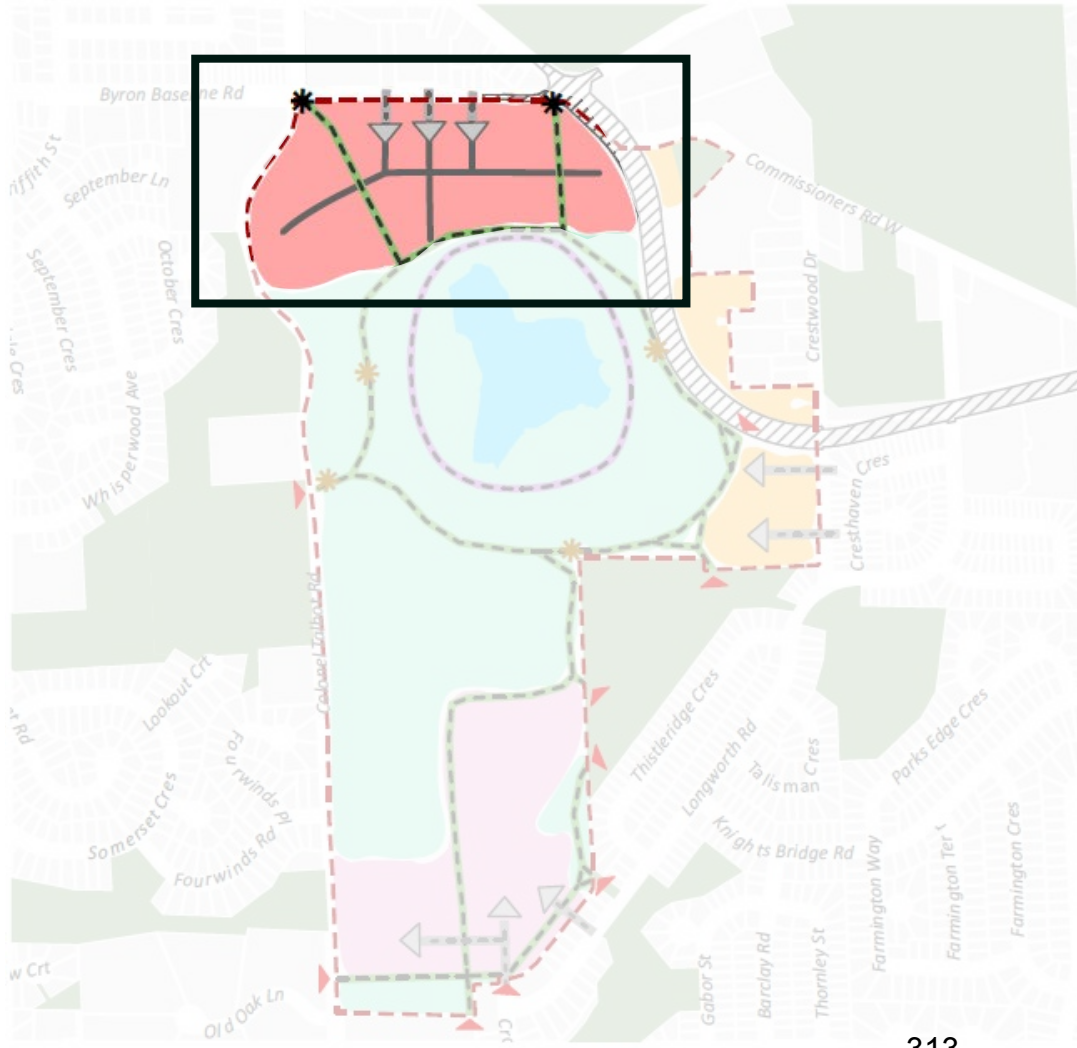









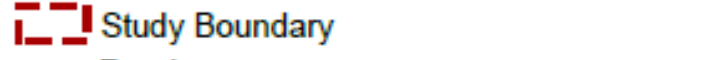

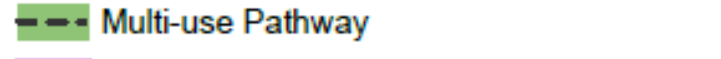

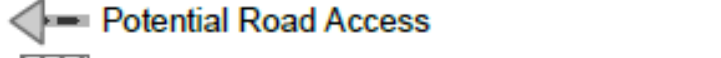
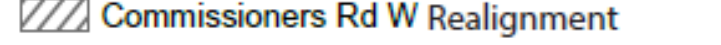
Land Use Plan



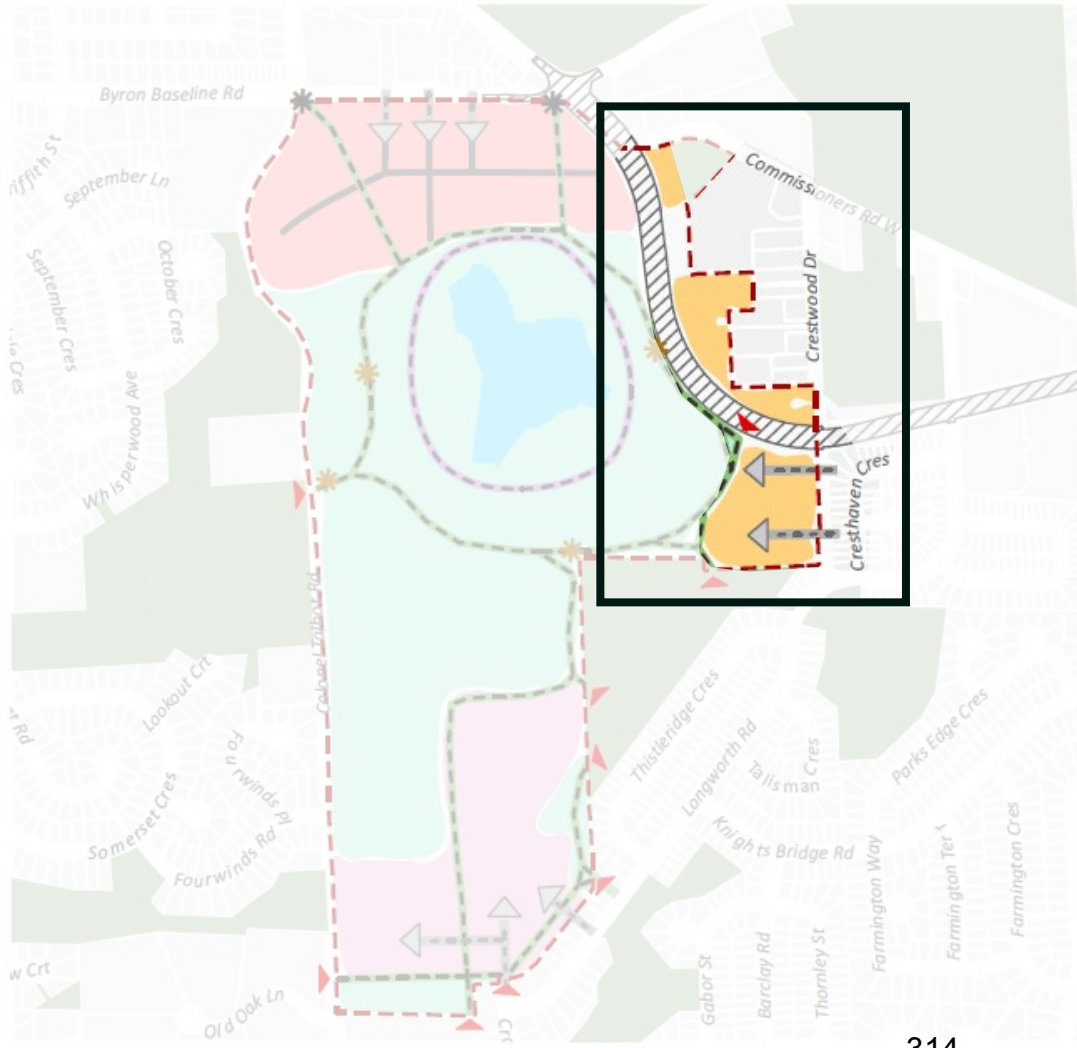
-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment














Byron Baseline Policy Area



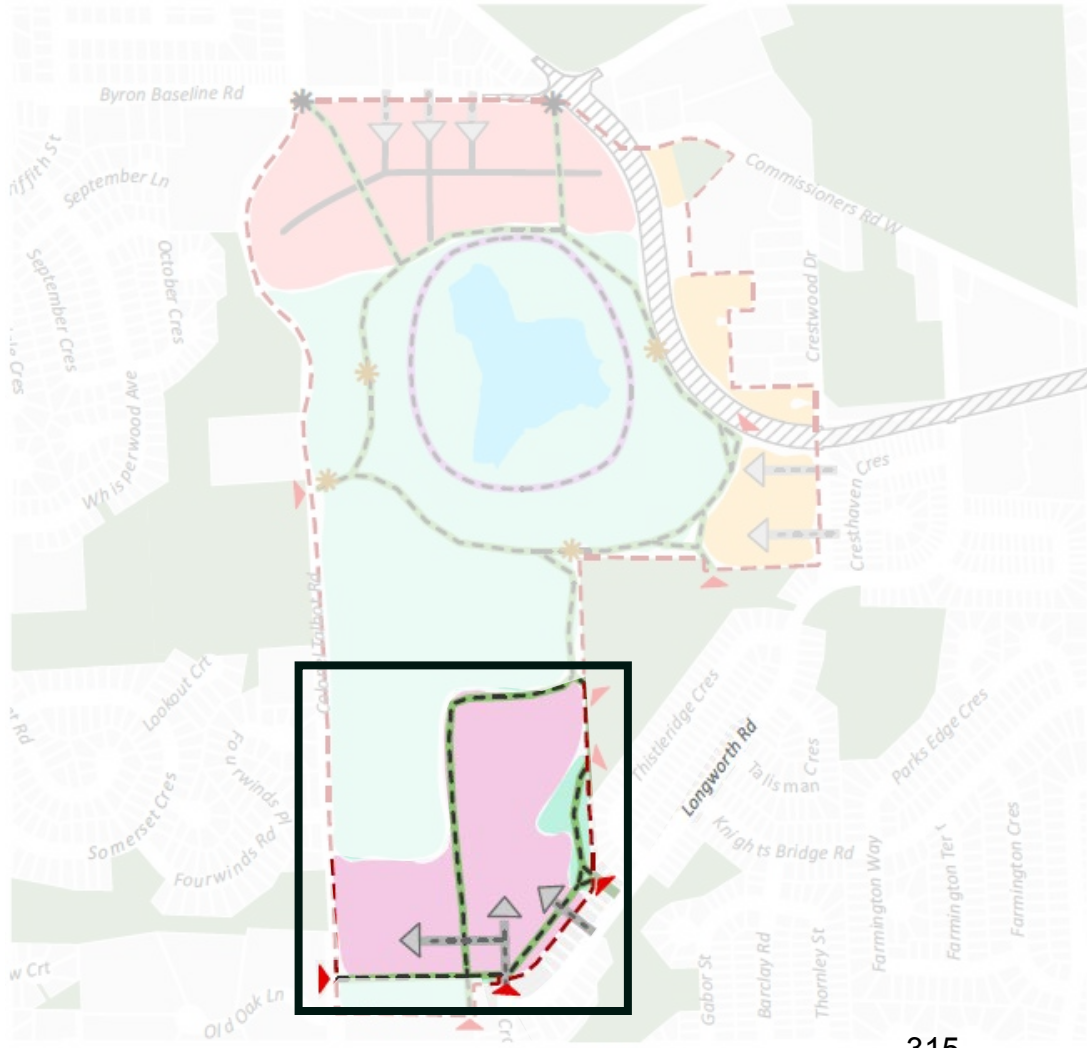
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Crestwood Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
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-  **Crestwood Policy Area**
-  Longworth Policy Area
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-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment














Longworth Policy Area



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  **Longworth Policy Area**
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment






Central Pond and Open Space Policy Area



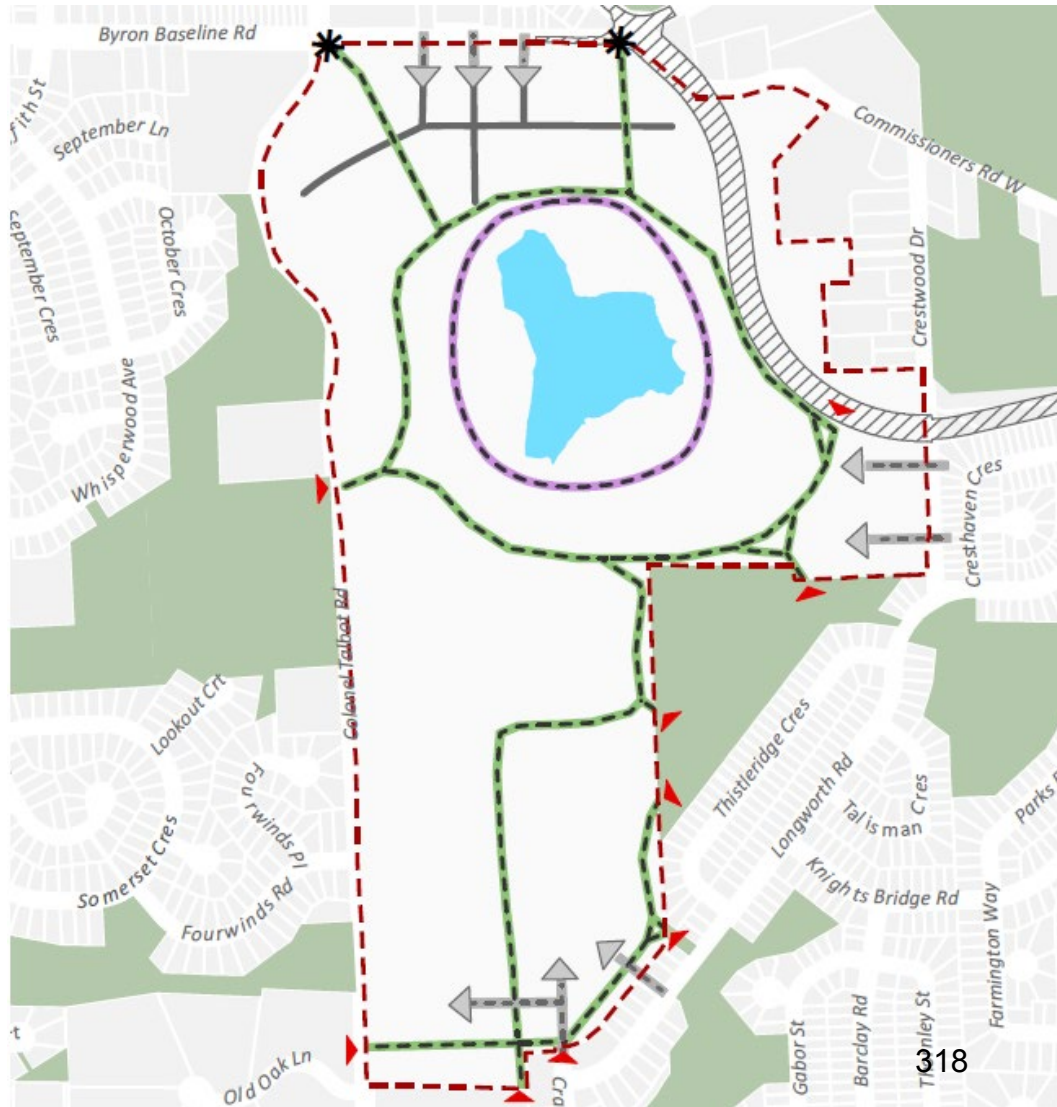
-  Gateway / Public Access
-  Lookout
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-  Byron Baseline Policy Area
-  **Central Pond and Open Space Policy Area**
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Realignment









Natural Heritage and Species at Risk – Schedule



-  Study Boundary
-  Potential Naturalization Areas
-  Water Body
-  Natural Features and Areas Outside Study Area
-  Unevaluated Vegetation Patch
-  Unevaluated Wetland

Connectivity



-  Gateway / Public Access
-  Potential Pathway Entrance
-  Multi-use Pathway
-  Promenade
-  Study Boundary
-  Commissioners Rd W Extension
-  Road
-  Potential Road Access



February 8, 2024

MTE File No.: 42067-130

Craig Linton
Highland Ridge Land Corporation
301-100 Wellington Street
London, Ontario N6B 2K6

Dear Craig:

RE: Preliminary Review of the Draft Byron Gravel Pits Secondary Plan

INTRODUCTION

The Highland Ridge Land Corporation is currently preparing a Zoning By-law Amendment and Draft Plan of Subdivision Application for a residential development a 947 Longworth Road in the City of London. A portion of this property is designated for residential development according to *The London Plan* (i.e., Neighbourhood and Future Community Growth Place Types), however the parcel is directly bordered by the Byron Gravel Pit to the north and west, and therefore the future plans for the Pit and property are closely entwined. The ability to complete activities within the property, particularly in the north, is highly dependent on the resolution of the Byron Gravel Pit rehabilitation, including slope stability and Species at Risk (SAR) management. Therefore, the objectives and outcomes of the Draft Byron Gravel Pits Secondary Plan (City of London, July 2023) are important for understanding how development on the 947 Longworth Road property may proceed.

To assist in the review of the Draft Byron Gravel Pits Secondary Plan, MTE Consultants Inc. has been retained by the Highland Ridge Land Corporation (hereafter Highland Ridge) to review the Draft Secondary Plan and provide comments from an environmental perspective. This review will focus on identifying areas of the Draft Secondary Plan that could be revised to provide additional clarification, especially in relation to understanding implications for adjacent development.

DRAFT BYRON GRAVEL PITS SECONDARY PLAN REVIEW

The Byron Gravel Pits Secondary Plan outlines broad objectives within the planning area. Policy areas are clearly delineated and the general vision for these areas are provided. However, there is a lack of detail regarding the actual next steps for the Byron Gravel Pit. There are also a few sections where additional clarification could be provided to better define planning goals and help adjacent landowners understand how their lands may be affected and plan for future applications. The following sections will address specific aspects of the plan and suggest revisions where possible. MTE's review is focused on environmental factors and therefore other elements of the Secondary Plan (e.g., servicing, built forms, development requirements) will not be addressed.

Subject Lands Status Report Requirement

The Draft Secondary Plan should provide clarification on when or why a Subject Lands Status Report (SLSR) is required for new developments or site alterations within the planning area. Section 3.2.1(i) states an SLSR and Environmental Impact Statement (EIS) will be required, and Section 5.8 lists an SLSR as a possible requirement, with the City to confirm the need for different studies on an application by application basis. However, *The London Plan Policy 1425_* states, “Where a secondary plan has not been completed the City may require the preparation of a subject lands status report”. So, with the completion of this secondary plan, an SLSR should not be required.

Specific to the 947 Longworth Road property, a scoping meeting has already been completed for an EIS, and the Environmental Study Scoping Checklist (ESSC) has been approved by the City. The application for this parcel is therefore moving towards completion of an EIS, not an SLSR.

Slope Stability and Pit Rehabilitation

As noted in Section 1.2 of the Draft Secondary Plan, the complexity of ownerships and interests in the area of the pit requires a significant level of cooperation and coordination as the various licensed areas are rehabilitated. It was Highland Ridge’s expectation that one of the primary goals of the City-led secondary plan was to be this complex issue of extraction and rehabilitation addressed in greater detail. Important items, such as incorporating the current approved rehabilitation plans for Byron Pit to estimate future appropriate land uses in the pit area and the adjacent lands have not been included. Currently the south limits of the pit have not undergone rehabilitation and the slopes are very high and steep resulting in hazardous conditions for both lands at both the top and toe of slope. This is true next to the Highland Ridge lands as well as next to Colonel Talbot Road. It is understood that these slopes were to be stabilized as part of a rehabilitation plan to allow the intended uses in and out of the pit to move forward. Since these required rehabilitation processes will significantly change the Byron Pit lands as well as those lands surrounding the pit, there are substantial implications which can affect previously approved land uses and development limits, alter surrounding natural heritage features and/or wildlife habitat, and redefine the areas appropriate for public pathways. The pit rehabilitation and slope work are major elements to be considered in this planning area, but many aspects of the process have not been discussed in detail. It is recommended that the secondary plan be revised to discuss the current status of the different areas of the pit, describe the approved rehabilitation plans, and provide more detailed objectives for the areas where slopes are still unstable. This will present a clearer vision for the future of the pit and assist adjacent landowners in planning for next steps.

Multi-Use Pathway Alignments

The intention of the multi-use pathway network proposed in the Draft Secondary Plan is well described and recommended alignments are clearly shown on Schedules 2 (Community Structure Plan) and 4 (Mobility Network). However, as discussed above, the pit rehabilitation has not yet been implemented in some areas and the City proposed pathways (and existing road alignments) are shown on unstable and unsafe areas. Additional discussion on how pathways along currently unstable slopes would be constructed is entirely missing in this plan. As mentioned above, the current state of the pit and its future following stabilization work is not directly addressed in the Draft Secondary Plan, and this complicates the planning for the pathway network. The pathways shown bordering Highland Ridge Land Corporation’s property

shown on Schedule 4 are currently impossible due to the hazardous slopes, and it is not clear whether the paths are intended to be above or below the future stabilized slope. If below, it is unclear how safe connections would be made from the top to the bottom of the stabilized slope. Further evaluation of the slope stabilization limits and elevations are needed in this area to better inform a realistic future recreational multi-use pathway network.

Bank Swallow Habitat Protection and Enhancement

As discussed in the Draft Secondary Plan, there is indeed a large colony of Bank Swallows nesting annually within the Byron Pit. This species is protected under the *Endangered Species Act* as a threatened species, and it is agreed that the individuals and habitat of this species must be protected and dealt with through the appropriate process with the Ministry of the Environment, Conservation, and Parks (MECP).

If available, additional details should be added to the Draft Secondary Plan to highlight the primary nesting areas within the pit to help understand the main areas being targeted for habitat protection and/or enhancement. Currently the discussion of SAR in the Draft Secondary Plan is very general, and the future of this colony is limited to a general idea of maintaining and/or improving their habitat. Consideration of how the slope stabilization and rehabilitation works will be completed while also prioritizing habitat protection would be beneficial, such as identification of potential areas for artificial habitat creation or discussion on how SAR habitat could be created/integrated with the intended recreational uses of the pit. It is currently unclear how Bank Swallow habitat is expected to be able to be retained while also meeting the Ontario Ministry of Labour's requirements for stable slopes with no vertical faces, as well as being able to provide a safe recreational area below the toe of slope. The Draft Secondary Plan is the best document to help guide these integrated goals.

CONCLUSION

This letter has reviewed the Draft Byron Gravel Pits Secondary Plan (City of London, July 2023) and identified several sections that need to be revised for clarification. Clarity is needed on the issue of slope stability within the pit as it relates to SAR and the anticipated multi-use pathway network. Recommendations are focused on more specific details regarding the rehabilitation plans for the pit and future of the adjacent lands. Without these additional details, it will be difficult to achieve the intended goals of the Draft Byron Gravel Pits Secondary Plan. Should you wish to clarify any questions or require additional information, please do not hesitate to contact us.

Yours truly,

MTE Consultants Inc.

Dave Hayman

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Senior Biologist
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Allie Leadbetter

Allie Leadbetter, B.Sc.
Biologist
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ACL: sdm

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Highland Ridge Land Corp

301-100 Wellington Street
London, ON
N6B 2K6

February 9, 2024

The City of London
300 Dufferin Avenue
London, ON
N6A 4L9

ATTENTION: Ms. Alison Curtis, Planner, City of London

Dear Ms. Curtis;

Re: Byron Gravel Pits Draft Secondary Plan

Highland Ridge Land Corp (HRLC) welcomes the Secondary Plan for the Byron Gravel Pit area. We wish to provide some feedback and highlight some of our concerns as they relate to future development opportunities of our lands located in the Longworth Planning Policy Area.

Slope Stability:

The report acknowledges that pit rehabilitation is ongoing, and that will determine the final grading. The report also makes reference (sections 2.2.3, 2.3, 3.2.1, 3.4) to "...topography present..." and "...steep slopes...some of which support habitat for Species at Risk". Statements like this make it seem like the steep slopes are beneficial to the area, when in reality they present a very real danger to a large area of this plan because they are unstable and actively eroding. We have previously submitted correspondence to city staff outlining concerns for public safety in this regard. We have also submitted our concerns to the Ministry of Natural Resources and Forestry (MNRF). The slope stability issue was not caused by HRLC, but rather by the adjacent aggregate extraction operation to the west. The resolution of the slope stability issue is complicated by several factors including the presence of Bank Swallows, various natural heritage policies, and pit restoration plans.

Re-grading of this area is required immediately in order to stabilize the slope and mitigate the risk to public safety. It is unfortunate that HRLC is unable at this time to rectify the issue given approvals are required from the City of London and/or MNRF. We understand the need to protect habitat for Species at Risk (SAR); however, surely this is outweighed by the very real possibility of serious injury or worse.

We appreciate that the Community Structure Plan is designed with intent rather than exact locations of features such as multi-use paths; however, the Community Structure Plan is at present effectively unworkable as much of this Secondary Plan is unsafe. There is no safe way to connect the multi use paths coming from the Longworth Policy area to the Central Pond area, and there will not be any safe way until the significant slope stability hazard issue is comprehensively addressed.

Servicing:

With respect specifically to stormwater management (SWM), Low Impact Development (LID) principles and practices are to be promoted. The list of specific items in section 3.7.2 (d) are all measures implemented on private lots. Opportunities to construct LID measures within city streets is limited due to the fact there are no engineering standards approved by the City of London. Putting the onus on private homeowners to implement the City's desire for LID's is unfair when the City of London resists the implementation of LID's in their own public streets and other publicly owned lands such as parks.

Longworth Policy Area:

The plan policies recognize this area is to be developed in low-rise forms sensitive to the existing residential character of the existing development in the Longworth area. Most of the Development Principals in 4.4.2 are clear; however, we seek to clarify that the buffers noted in section v) should be "as warranted". It could very well be the case that no buffers are required. Additional clarification on what constitutes a "lookout" on the trail system as noted in vi) is required.

In section 4.4.3, permitted uses include single detached, semi-detached, duplex and converted dwellings. Street townhomes, stacked townhomes and low-rise apartments are "encouraged where appropriate". We respectfully submit that our desired built form is limited to single family homes on lots of a similar size to what exists on Longworth Road, Cranbrook Road and Thistleridge Crescent. We are also limited in density by sanitary sewer conveyance restrictions.

Section 4.4.4 iii) states that garage doors shall not dominate the view of the streetscape. This statement is ambiguous at best and suggest it be removed entirely.

Section iv) speaks to front porches being encouraged on the front and exterior side yard elevations and that future Subdivision Agreements will have special provisions included. We agree that corner lots deserve a higher level of architectural sensitivity due to their highly visible nature, but we do not support impositions on building design contained within Subdivision Agreements.

Sections xii) and xvii) stipulate garages are not to project beyond the front wall of the dwelling, and that front porches do not constitute the front wall. We suggest different wording to not be so prescriptive. Attractive streetscapes can be realized when the front wall is set back from the garage. We would like to suggest that garages are not to project more than 2.5 metres past the front wall of the house, **including** a front porch.

Section ix) states that the implementing Zoning By-Law shall include details for front and exterior side yards to achieve the desired built form. Apart from stipulating that a front yard setback of approximately 4.5 metres to the main house/front porch (and 6.0 metres to the garage) and an exterior side yard setback of approximately 3.5 metres, we hope no further details or restrictions are present which hinder the creativity in house design (meaning relaxed setbacks are not exclusively to facilitate front porches for example, or that front porches are mandatory).

Section x) speaks to public safety as it relates to design and siting of buildings in context of public spaces such as roads, parks and open space. A statement such as "Clear, unobstructed views to parks and open spaces shall be provided from the adjoining buildings..." is ambiguous. We could interpret this statement to mean that the views to adjacent parks from the rear of adjacent single-family homes should not be

obstructed. We suspect; however, others would interpret this to mean we should have “window streets”, rather than backing lots onto open space and parks. There is no science to support the belief that window streets are more ecologically sensitive to the adjacent woodland/wetland/meadow than allowing single family lots to back onto that very same feature in exactly the same manner as we see on Thistleridge Crescent, Longworth Road and Cranbrook Road.

It should be noted that the existing subdivision plan 33M-657 has two future road allowance access points which are consistent with Schedule 2, Community Structure Plan. Both of these road allowance accesses are 18.0 metres in width. Currently, the City of London has a minimum road allowance width of 20.0 metres for a local street. The City of London used to have an 18.0-metre-wide road allowance design standard, and we wish to submit our planning application consistent with that older standard. We have experienced in the past that transitioning from one standard to the next simply creates confusion during the engineering drawing approval process and construction. An 18.0-metre-wide right of way effectively places the fronts of the future homes one metre closer to the centreline of road, making for a nicer pedestrian experience.

Ecological Considerations:

Please see attached letter from our consultant MTE outline our concerns with various policies.

Summary:

The general intent of this draft Secondary Plan is appreciated. This area could benefit from a Secondary Plan to guide development of all forms. It seems though that the existing slope stability issue has largely been forgotten, at least in terms of scale. The path to resolution of this significant issue seems to be through the MNRF given there are unresolved/incomplete pit rehabilitation issues. We question how a Secondary Plan can be finalized when this major issue is unresolved that impacts human health, Species At Risk, unevaluated vegetation patches and limits of development, and significant aspects of the proposed Community Structure Plan.

We look forward to meeting with staff to discuss our comments and concerns prior to this plan being submitted to Council for consideration.

Sincerely,



Craig Linton
Highland Ridge Land Corp

Attached: 42067-130-MTE-ReviewByronSecondaryPlan-2024-02-08-Final



April 3, 2024

City of London
Mayor and Members Planning and Environment Committee

**Re: Byron Gravel Pits Secondary Plan, File 0-8434-Byron Baseline Policy Area
Submission on behalf of Boler Heights Development Inc. and 1044 Baseline Developments
Inc.(Auburn Developments Inc and Orange Rock Development Inc.)**

We are owners of lands municipally known as 2100 Colonel Talbot Road and 1044 Baseline Rd and on behalf of Boler Heights Developments Inc. and 1044 Baseline Developments Inc., we submit the following for your review and consideration.

We are all excited about the opportunities that await the City from both a recreational perspective, as well as a housing perspective, and thank Planning staff and others involved for bringing forth the Byron Gravel Pit Secondary Plan for approval.

We agree with staff that this is a unique asset not only due to its development capability but also the future beauty and natural setting that will be available once the gravel pit license is surrendered providing this incredible opportunity for the City's current and future residents to live and enjoy.

We do appreciate the approach by staff in the preparation of the Secondary Plan which acknowledges the uniqueness of lands within and adjacent to the Byron Pit and the ability of these lands to fulfill many objectives of the London Plan including intensification forms of housing in support of the City of London targets.

The proposed Secondary Plan does recognize this unique context and staff has identified the highest forms of housing within the Byron Baseline Policy Area which we agree should be the focus of the high-rise forms of housing yet the permissions seem to fall short in the recognition of the areas ability to accommodate additional height without impacts and as such would seek modifications to the maximum height permissions.

In the analysis of the locational context and attributes of the area and the opportunities that exist, it is not only possible, but also desirable, for the City to increase intensification in the Byron Baseline Policy Area as there is little or no impact on larger neighborhood. Through a modest increase in height permissions the area can greatly assist in attaining the City intensification targets.

The lands within the Byron Baseline Policy Area have the attributes necessary for higher intensification: transportation capacity, and the ability to increase height without negatively impacting the larger community, proximity to commercial uses and access to a vast open space network. Although staff have considered these various attributes and has applied the higher order land use permissions as prescribed within the current London Plan, it also seems that the Province of Ontario as well as Council, as identified in various recent approvals, have strived to go beyond those permissions throughout the City and believe that the Byron Baseline Policy Area should also be considered for additional height permissions. In reviewing the pertinent documents, it becomes more evident that this area should surpass basic permissions as identified by the London Plan and that the Secondary Plan before you, can and should, do more given the proposed tiering and internalization of the building's height and the current objectives for intensification.

Increasing the height permissions within the Byron Baseline Policy Area, can be done without impacting the streetscape as the transition of building setbacks would be maintained as prescribed which is to 'tier' the increases in height away from the street and internalizing any impacts. Our proposed modest additions to the prescribed height permissions enables implementation of other desired goals of the plan more easily including providing flexibility for increased urban design opportunities while also incorporating 'green' technologies also being promoted with little to no impacts to the larger community. To fully utilize this opportunity "to do more", we would seek that height permissions be increased, while preserving the objective to 'tier' the height from Baseline inward while maintaining the goals to intensify.

We would ask PEC and members of Council to consider the following modifications to the Byron Baseline Policy Area to acknowledge a modest increase in height as well as to clarify the intent of transition of that height from Baseline.

Proposed modification to policy-(strikeout and replace with bold)

4.2.4 Built Form and Intensity

iv) The standard building height in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with the upper maximum of six storeys. At the future intersection of the road access points and Byron Baseline, the maximum height is nine storeys and the upper maximum is ~~42~~ **15** storeys. There shall be a transition to the interior of the Policy Area where the buildings shall have a standard maximum height of ~~42~~ **15** storeys with an upper maximum height of ~~48~~ **25** storeys for the lands fronting onto the Central Pond and Green Space Policy Area. Applications to exceed the standard maximum will be reviewed according to Our Tools part of the London Plan. Applications exceeding the upper maximum heights will not be permitted without amendment to this Plan in accordance with the Our Tools part of the London Plan.

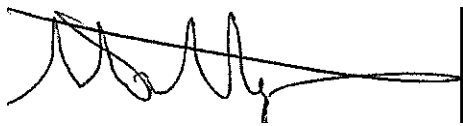
The proposed modifications to increase the standard maximums of the Byron Baseline Policy Area is consistent with the direction of Council to intensify where impacts are limited to existing neighborhoods such as exists in this Policy Area.

We thank you for considering this request and believe the spirit of the Plan is maintained and we will be able to meet the demands for growth and recreational opportunities.

Should you have any further questions, please contact me at your convenience.

Sincerely,

**Auburn Developments Inc. acting as agent for
1044 Baseline Developments Inc and Boler Heights Developments Inc.**



Per Stephen Stapleton,
Vice-President

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London. 01! t'-16A 3R.4

**DEFERRED MATTERS
PLANNING AND ENVIRONMENT COMMITTEE
(AS OF MARCH 28, 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	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)	Q4 2024	McNeely/Adema	A planning review has been initiated with a report that includes any recommended amendments targeted for Q4 2024.
4	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).
5	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 mandatory minimums to access CIP funds; and options to include affordable housing units in existing buildings	June 27/23 (3.2/10/PEC)	Q2 2024	S. Thompson/J. Yanchula	This work is underway.
6	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 25/23 (2.2/12/PEC)	Q2 2024	H. McNeely/P. Kavcic	Staff bringing Byron Gravel Pits Secondary Plan for approval to April 9 PEC and April 23 Council. If approved, this deferred item can be removed.
7	Green Development Standards – a) the Civic Administration BE DIRECTED to update by Q3 2024 the Site Plan Control	Jan 9/24 (5.2/2/PEC)	Q3/2024	H.McNeely/B.O'Hagan	Part a) will be incorporated into the Site Plan Control bylaw targeted for Q3 2024

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	Guidelines and Green Parking Lot Guidelines.				
8	39 Carfrae Street – That, the following actions be taken with respect to the proposed updated Schedule “C” and Schedule “D” for the Heritage Easement Agreement pursuant to Section 37 of the Ontario Heritage Act for the property located at 39 Carfrae Street: b) the Civic Administration BE DIRECTED to work with the applicant to address outstanding concerns with the remainder of the Heritage Easement Agreement and bring back an update by the end of June 2024;	Feb 21/24 (2.4/4/PEC)	Q2/2024	H.McNeely/K.Edwards / S. Tavarti (Legal)	Part b) work targeted for June 2024