

# Agenda Including Addeds

## Planning and Environment Committee

7th Meeting of the Planning and Environment Committee

April 30, 2024

1:00 PM

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

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

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

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

Members

Councillors S. Lehman (Chair), S. Lewis, C.Rahman, S. Franke, S. Hillier

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

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# Ecological Community Advisory Committee

## Report

5th Meeting of the Ecological Community Advisory Committee  
April 10, 2024

Attendance                   PRESENT: S. Levin (Chair), S. Evans, T. Hain, S. Hall, B. Krichker, R. McGarry, K. Moser, S. Sivakumar and V. Tai and H. Lysynski (Committee Clerk)

ABSENT: M. Lima and G. Sankar,

ALSO PRESENT: Councillor J. Pribil; S. Butnari, K. Edwards, M. Shepley, B. Somers and E. Williamson

The meeting was called to order at 4:31 PM; it being noted that S. Evans, T. Hain, R. McGarry, K. Moser, 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

None.

### 3. Consent

#### 3.1 4th Report of the Ecological Community Advisory Committee

That it BE NOTED that the 4th Report of the Ecological Community Advisory Committee, from its meeting held on March 21, 2024, was received.

### 4. Sub-Committees and Working Groups

#### 4.1 735 Southdale Road Working Group

That the attached Working Group comments relating to the property located at 735 Southdale Road BE FORWARDED to the Civic Administration for consideration; it being noted that the Ecological Community Advisory Committee reviewed the following information relating to this property:

- a) aerial maps;
- b) the London city map outlining the area and proposed development; and,
- c) the London city map with the road pattern.

### 5. Items for Discussion

#### 5.1 Changes to the Environmental Assessment Requirements in Ontario

That it BE NOTED that the Ecological Community Advisory Committee held a discussion with respect to the changes to the Environmental Assessment Requirements in Ontario.

5.2 Ecological Community Advisory Committee Vacancies

That it BE NOTED that the Community Advisory Committee advertisement for vacancies was received.

5.3 (ADDED) Preliminary Comments on London Plan Amendments

That it BE NOTED that the Ecological Community Advisory Committee held a discussion with respect to their preliminary comments on the proposed London Plan amendments; it being noted that the Working Group will continue to review these matters.

**6. Adjournment**

The meeting adjourned at 5:10 PM.

# Community Advisory Committee on Planning Report

4th Meeting of the Community Advisory Committee on Planning  
April 10, 2024

Attendance                   PRESENT: S. Bergman (Chair), M. Bloxam, I. Connidis, J. Dent, J. Gard, A. Johnson, S. Jory, J.M. Metrailler, M. Rice, S. Singh Dohil, M. Wallace, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: M. Ambrogio and K. Waud

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol and K. Mitchener

The meeting was called to order at 5:30 PM; it being noted that S. Bergman, M. Bloxam, I. Connidis, A. Johnson, S. Singh Dohil and M. Whalley were in remote attendance.

## 1. Call to Order

### 1.1 Disclosures of Pecuniary Interest

M. Wallace discloses a pecuniary interest in clause 3.3 of the 4th Report of the Community Advisory Committee on Planning, having to do with the Public Meeting Notice - Secondary Plan Adoption and Official Plan Amendment - Byron Gravel Pits Secondary Plan, by indicating that some landowners in the Secondary Plan are members of the association that employs him.

## 2. Scheduled Items

None.

## 3. Consent

### 3.1 3rd Report of the Community Advisory Committee on Planning

That it BE NOTED that the 3rd Report of the Community Advisory Committee on Planning, from the meeting held on March 13, 2024, was received.

### 3.2 2024 Ontario Heritage Conference Registration

That the expenditure of \$275.00, from the 2024 Community Advisory Committee on Planning budget, BE APPROVED to reimburse M. Whalley for registration for the 2024 Ontario Heritage Conference.

### 3.3 Public Meeting Notice - Secondary Plan Adoption and Official Plan Amendment - Byron Gravel Pits Secondary Plan

That it BE NOTED that the Public Meeting Notice, dated March 21, 2024, from A. Curtis, Planner, with respect to the Secondary Plan Adoption and Official Plan Amendment related to the Byron Gravel Pits Secondary Plan, was received.

## 4. Sub-Committees and Working Groups

None.

## **5. Items for Discussion**

### **5.1 Property Located at 651 Talbot Street Discussion**

That the matter of the property located at 651 Talbot Street BE REFERRED to the Stewardship Sub-Committee for further research; it being noted that this property will be added to the working priority list for the Community Advisory Committee on Planning.

### **5.2 Synthetic Materials Discussion**

That the Civic Administration BE REQUESTED to create and deliver a more permissive set of guidelines for the use of synthetic materials (including composites) in buildings designated under Heritage Conservation Districts (HCDs); it being noted that these guidelines would aim to offer greater flexibility in material choices, while also aligning with London's existing HCD policies to preserve the aesthetic of heritage buildings; it being further noted that such guidelines would be made available to the public and implemented in staff's delegated heritage decisions, with the intention of enhancing the current framework.

### **5.3 Priority Listed Properties Check-In**

That it BE NOTED that the Community Advisory Committee on Planning held a general discussion with respect to the Community Advisory Committee on Planning priority listed properties.

### **5.4 Heritage Planners' Report**

That it BE NOTED that the Heritage Planners' report, dated April 10, 2024, was received.

## **6. Deferred Matters/Additional Business**

### **6.1 (ADDED) Notice of Planning Application and Notice of Public Meeting - Zoning By-law Amendment - 1151 and 1163 Richmond Street**

That it BE NOTED that the Community Advisory Committee on Planning (CACP) supports the findings and recommendations of the Heritage Impact Assessment (HIA), dated November 23, 2023, from MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC), related to the properties located at 1151 and 1163 Richmond Street and the CACP is in support of the proposed zoning amendment; it being noted that the properties located at 1148, 1158 and 1160 Richmond Street would benefit from additional research; it being further noted that the above-noted HIA and Notice of Planning Application and Notice of Public Meeting, dated April 5, 2024, from C. Cernanec, Planner, with respect to a Zoning By-law Amendment related to the property located at 1151 and 1163 Richmond Street, were received with respect to this matter.

## **7. Adjournment**

The meeting adjourned at 7:07 PM.

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** Scott Mathers, P. Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** Quarterly Heritage Report – Q1 2024  
**Date:** Monday April 30, 2024

## Recommendation

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

## Executive Summary

Approval, or approval with terms and conditions, of alterations affecting heritage designated properties may be granted administratively pursuant to the Delegated Authority By-law. The purpose of this report is to provide Municipal Council with information regarding Heritage Alteration Permits that were processed pursuant to the Delegated Authority By-law during the first quarter of 2024 (January 1 – March 31, 2024).

## Linkage to the Corporate Strategic Plan

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

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

## Analysis

### 1.0 Background Information

Heritage Alteration Permit approval may be required to consent to or permit alterations to a heritage designated property. Pursuant to the Delegated Authority By-law, By-law No. C.P. 1502-129 as amended, staff may approve or approve with terms and conditions a Heritage Alteration Permit application. Only those Heritage Alteration Permit applications meeting a “condition for referral” defined by the Delegated Authority By-law are referred to the Community Advisory Committee on Planning (CACP, the City’s municipal heritage committee) for consultation and require a decision to approve, approve with terms and conditions, or refuse by Municipal Council.

### 2.0 Discussion and Considerations

#### 2.1 Heritage Alteration Permits

The following Heritage Alteration Permits were processed pursuant to the Delegated Authority By-law in the first quarter of 2024:

- 850 Highbury Avenue North (Part IV) – impacts to horse stable zone
- 81 Blackfriars Street (Blackfriars/Petersville HCD) – window and door replacement due to fire damage
- 238 Dundas Street (Downtown HCD) – signage
- 75 Byron Avenue East (Wortley Village-Old South HCD) – carriage house style addition
- 31 St Andrew Street (Blackfriars/Petersville HCD) – alterations
- 87 Askin Street (Wortley Village-Old South HCD) – porch repair and skirting alteration
- 162 Wortley Road (Wortley Village-Old South HCD) - signage

- 55 Askin Street (Wortley Village-Old South HCD) – window replacement
- 441 Ridout Street North (Part IV & Downtown HCD) – signage
- 239 Wortley Road (Wortley Village-Old South HCD) – porch replacement
- 188 Bruce Street (Wortley Village-Old South HCD) – porch alteration
- 51 Edward Street (Wortley Village-Old South HCD) – front window replacement, masonry repointing
- 68 Albion Street (Blackfriars/Petersville HCD) – amendment to rear addition
- 647 Elias Street (Old East HCD) – amendment to rear addition

The review of 100% of these Heritage Alteration Permit applications was completed within the provincially mandated timeline. No Heritage Alteration Permit applications were referred to the CACP or Municipal Council for a decision (Table 1).

Table 1: Summary of Heritage Alteration Permits (HAP) by review type and time period.

	<b>Delegated Authority</b>	<b>Municipal Council</b>	<b>Total</b>
<b>HAP applications (Q1 2024)</b>	14	0	14
<b>HAP applications (year to date)</b>	14	0	14
<b>HAP applications (2023)</b>	97	8	105
<b>HAP applications (2022)</b>	89	14	103
<b>HAP applications (2021)</b>	70	16	86

## **Conclusion**

The purpose of this report is to provide Municipal Council with information regarding Heritage Alteration Permits that were processed pursuant to the Delegated Authority By-law during the first quarter of 2024.

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

**Submitted by:** Kevin Edwards, RPP, MCIP  
**Manager, Community Planning**

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

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

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** Initial Planning Application Tracking and Digital Planning  
Application Tracking Update  
**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, this report providing an update on the Initial Planning Application Tracking project and Digital Planning Application Tracking program **BE RECEIVED** for information.

## Executive Summary

The Digital Planning Application Tracking (DPAT) program has been established to deliver projects aimed at improving existing City systems and business processes to allow the business (Planning and Development) and development industry the ability to track planning applications, timelines, and approval dates throughout the entire duration of an application. As the project team was advancing the DPAT program, it became evident a more immediate solution was needed for the development industry. As such, the Initial Planning Application Tracking (IPAT) project began in Q4 2023 with an objective to expand the Citizen Portal in Q2 2024 that will form part of the foundation for future DPAT works. These works and future projects within the DPAT program support the ‘Continuous Improvement and Innovation’ actions outlined in London’s “Targeted Actions” report for increasing housing supply.

## Linkage to the Corporate Strategic Plan

This project supports the following Strategic Areas of Focus of Council’s 2024 to 2027 Strategic Plan for the City of London:

- **Housing and Homelessness** by advancing projects that support a well-planned and growing community; faster/streamlined approvals; and increasing the supply of housing with a focus on achieving intensification targets.
- **Well Run City** by advancing initiatives that ensure Londoners experience good stewardship, exceptional and valued service.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

- Planning and Environment Committee, January 09, 2023, Audit and Accountability Fund – Intake 3 – Final Report
- Planning and Environment Committee, January 30, 2023, Streamline Development Approval Fund: Streamlining Development Approvals (2022) – Final Report
- Budget Committee, February 27, 2024, 2024-2027 Multi-Year Budget Reconciliation to the Public Sector Accounting Board (PSAB) Financial Statement Budget
- Strategic Priorities and Policy Committee, April 16, 2024, Targeted Actions to Increase London’s Housing Supply: Supporting Council’s Pledge for 47,000 Units by 2031

## 1.2 Background

### 1.2.1 Streamlining and Continuous Improvement

In 2022, with funding from the Province, the Planning and Development team undertook a review of the major *Planning Act* applications that the City processes. The focus was on mapping the current state of business processes and developing analytics to identify performance. The final report recommended a number of near-term and longer-term initiatives which would support a digital tracking system including implementing a more robust digital file management system; streamlining existing business processes; and defining key milestones and metrics. Staff have brought forward a number of these streamlining improvements to Committee and Council which are continuing to improve upon the timelines for development application approval.

### 1.2.2 Digital Planning Application Tracking Program

The Digital Planning Application Tracking (DPAT) program is a digital transformation that will deliver a series of projects designed to improve the systems and processes around how planning applications are handled, displayed, and reported. In early 2023, the DPAT project team was established and is comprised of members from both Information Technology Services (ITS) and the Business (Planning and Development).

A discovery project that researched the best path forward for DPAT implementation concluded in December 2023, and has determined that several enhancements need to occur to deliver a complete solution. The first step towards realizing these enhancements is building the framework and integrations that the individual DPAT projects will be dependent upon. In Q4 2023, staff received internal approval to begin advancing the Initial Planning Application Tracking (IPAT) project. Additionally, as part of the 2024 to 2027 Multi-Year Budget process, additional staffing support was included to deliver this program and ensure that future enhancements to the Citizen Portal can be completed following the completion of currently identified DPAT projects.

## 2.0 Discussion and Considerations

### 2.1 Initial Planning Application Tracking Project

The Initial Planning Application Tracking (IPAT) project is advancing as a smaller initiative of the overall DPAT program to deliver an interim solution, which includes updates to the City's existing development and business portal, known as the [Citizen Portal](#). The Citizen Portal allows registered users to apply for building permits and track their progress, which until now, has been used primarily by residents for requests to the Building division.

IPAT is expanding on the Citizen Portal website by adding another tab to include planning applications. The change will result in two tabs being available on the website: one being "My Permit Applications" and another being "My Planning Applications" to differentiate between *Ontario Building Code* permit applications and *Planning Act* applications.

The new 'My Planning Applications' tab uses the same layout as the existing 'My Permit Applications' tab for consistency and ease of use but will have different functionality as part of this initial launch. The primary features that will be available at launch are:

1. **Search Results:** Registered users can efficiently search for their active planning applications. The results are presented in a grid format, offering essential file details at a glance, including the site address, file reference number, file type, status, application date, and a concise application description.
2. **Details View:** When users select an application from the list (by clicking), the Details View appears as a separate pane below the Search Results. In this view, users gain access to additional information about their application, including a more comprehensive description of the application, the name of the current File

Manager assigned to it, the scheduled Committee Date, and a milestone tracker that visually represents the application’s progress toward approval.

### **2.1.1 Framework Considerations**

The overall DPAT program is a larger initiative with multiple projects to deliver the full solution. To provide additional value to Citizen Portal users as soon as possible, the IPAT project is starting off with a smaller set of data. The information displayed on the Citizen Portal is dependent on what is currently in the City’s AMANDA database and multiple criteria were considered when determining which application types to start with, including data maturity; adjustments required for business processes; the number of applications processed annually; and the value to the development industry. Based on these criteria it was determined that Zoning By-Law Amendments (ZBA) and Site Plan Approval (SPA) applications were the ideal applications to use for the IPAT project. Creating this initial solution will provide the project team with valuable feedback from applicants to allow the portal to be enhanced as part of the DPAT program. Other planning application types will be added as the DPAT program progresses.

Enhancements to the Citizen Portal are the first step towards providing a self-service option, enabling the development industry to track the progress of their planning applications toward approval. The need for improved tracking has been frequently highlighted by industry partners and forms part of the work of the Customer Service and Process Improvement Reference Group.

### **2.1.2 Timeline for Implementation**

Below is the high-level timeline for implementation of the IPAT project:

- Q3 2023 – Solution identified, and technical requirements gathered.
- Q4 2023 – Staff received internal approval to advance IPAT.
- Q1 2024 – Software development and testing.
- Q2 2024+ – Planned public launch of IPAT and feedback gathering period.

Updates to the Citizen Portal as a result of IPAT were completed and communicated to the development industry on April 18, 2024. Additional projects within the Digital Planning Application Tracking program are forecast to begin in Q3 2024.

## **3.0 Financial Impact/Considerations**

### **3.1 IPAT Project**

The Initial Planning Application Tracking project makes use of the existing Citizen Portal software. To maximize value, City Staff underwent essential training with the software vendor, allowing them to complete necessary development work in-house. Furthermore, this approach enables City Staff to implement additional enhancements through the DPAT program.

### **3.2 DPAT Program**

Through the recent adoption of the 2024 to 2027 Multi-Year Budget, the Digital Planning Application Tracking program has capital and operating funds available to advance these projects with a dedicated team.

## **4.0 Key Issues and Considerations**

### **4.1 DPAT Approach and Change Management**

The DPAT program is working towards an enterprise-wide tracking solution for *Planning Act* applications processed by the City. The goal of DPAT is to allow the business and development industry the ability to track planning applications throughout the entire duration from one location. To achieve this several projects will be undertaken to enhance the City’s existing systems and business processes, many of which are

complex and interconnected. This means that time is required to fully plan, build, test, deploy, and audit, to ensure accuracy and maintain data security.

To successfully deliver these improvements to existing systems and business processes there is a need for change management throughout the lifecycle of the DPAT program. The Planning and Development division has undertaken a number of continuous improvement initiatives over the past 7 years and is set up to both lead and support change adoption. A component of the DPAT program includes a scoped communication plan to actively distribute information to relevant parties at key milestones, making them aware of the reason for the change and the benefits of successful implementation. As additional projects within the DPAT program are scheduled, City Staff will establish clear timelines for deliverables and the availability of additional enhancements to the public and development industry. These projects are forecast to commence Q3 2024.

#### **4.2 Increasing London's Housing Supply**

Projects within the DPAT program directly support the recent "Targeted Actions to Increase London's Housing Supply" report; advancing 'Continuous Improvement & Innovation' actions by streamlining processes and enhancing planning application tracking.

### **Conclusion**

The Digital Planning Application Tracking (DPAT) program and team has been established to undertake a number of projects. The Initial Planning Application Tracking (IPAT) project was successfully completed as of April 18, 2024, and establishes some of the foundational works for the overall DPAT program. IPAT focused on bringing two planning application types (Zoning By-Law Amendments and Site Plan Approvals) to the Citizen Portal through this initial project with other planning application types being added as the DPAT program progresses. Additional projects are planned to start in Q3 2024.

**Prepared by:** Matt Davenport, P.Eng.  
Manager, Development Engineering and Digital Planning Initiatives

**Reviewed by:** Peter Kavcic, P.Eng.  
Manager, Subdivision and Development Inspections

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

**Concurred by:** Brendan Pakish  
Senior Manager, Enterprise Applications, Reporting and Analytics  
  
Mat Daley  
Director, Information Technology Services

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

## Report to Planning & Environment Committee

**To:** Chair and Members  
Planning & Environment Committee  
**From:** Scott Mathers, MPA, P. Eng  
Deputy City Manager, Planning and Economic Development  
**Subject:** Building Division Monthly Report  
March 2024  
**Date:** April 30, 2024

## Recommendation

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

## Executive Summary

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

## Linkage to the Corporate Strategic Plan

Growing our Economy

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

Leading in Public Service

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

## Analysis

### 1.0 Background Information

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

### 2.0 Discussion and Considerations

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

#### Permits Issued to the end of the month

As of March 2024, a total of 785 permits were issued, with a construction value of \$545.9 million, representing 1,123 new dwelling units. Compared to the same period in 2023, this represents a 5.65% increase in the number of building permits, with a 95.5% increase in construction value and an 127.3% increase in the number of dwelling units constructed.

### **Total permits to construct New Single and Semi-Dwelling Units**

As of the end of March 2024, the number of building permits issued for the construction of single and semi-detached dwellings was 56, representing a 21.7% increase over the same period in 2023.

### **Number of Applications in Process**

As of the end of March 2024, 881 applications are in process, representing approximately \$751.9 million in construction value and an additional 1,432 dwelling units compared with 941 applications, with a construction value of \$665 million and an additional 1,123 dwelling units in the same period in 2023.

### **Rate of Application Submission**

Applications received in March 2024 averaged to 14.75 applications per business day, for a total of 295 applications. Of the applications submitted 25 were for the construction of single detached dwellings and 33 townhouse units.

### **Permits issued for the month**

In March 2024, 295 permits were issued for 287 new dwelling units, totaling a construction value of \$167.8 million.

### **Inspections – Building**

A total of 1,544 inspection requests were received with 2,010 inspections being conducted.

In addition, 25 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,544 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **Inspections - Code Compliance**

A total of 675 inspection requests were received, with 786 inspections being conducted.

An additional 195 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 675 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **Inspections - Plumbing**

A total of 854 inspection requests were received with 1,171 inspections being conducted related to building permit activity.

An additional 4 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

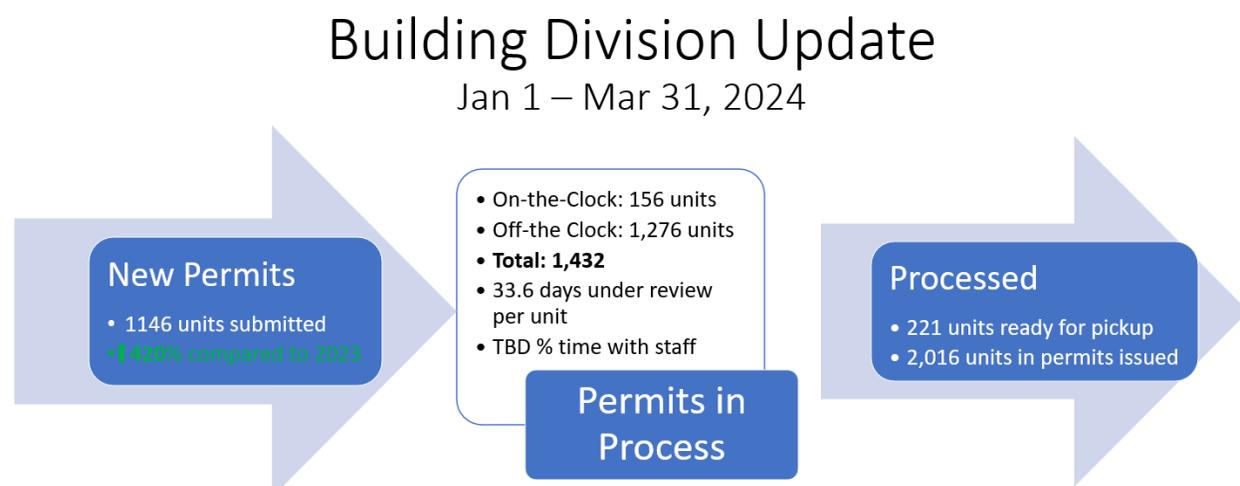
Of the 854 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **2019 - 2021 Permit Data**

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

## New Housing Unit Activity

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



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

### 3.0 Analysis

Analysis of the March 2024 building permit data shows a strengthening in the housing and building marketplace over the same period in 2023. The City of London saw a 5.7% increase in the number of building permits compared to the same period last year and an increase in housing units of 127%. Single and semi-detached dwellings units in permits have increased modestly over last year by 21.7%, reversing the trend seen in February. Multi-unit (Duplex, Triplex, Quadplex, Apartment Buildings) have seen an increase of 200% resulting in an overall increase in units issued by over 127.3%, year to date. We continue to see strong starts in 2024 with increase permit activity in all sectors over 2023, with a combined construction value increase of 95%. To date, 2024 has had the strongest yearly start in the last 5-years with permit construction value and the number of units processed having the highest year-to-date values over the 2019-2024 period.

## **Conclusion**

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

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

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

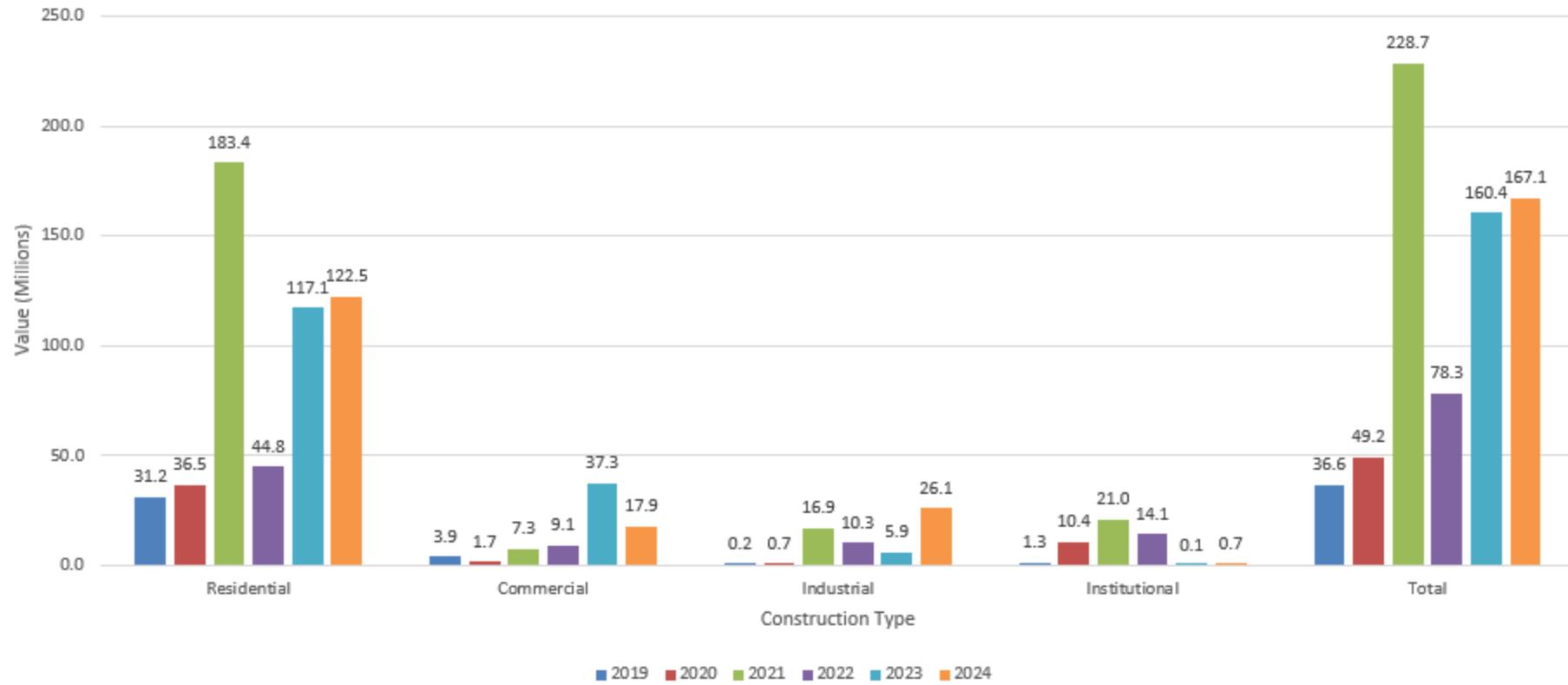
**Recommended by:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager  
Planning and Economic Development

**APPENDIX "A"**

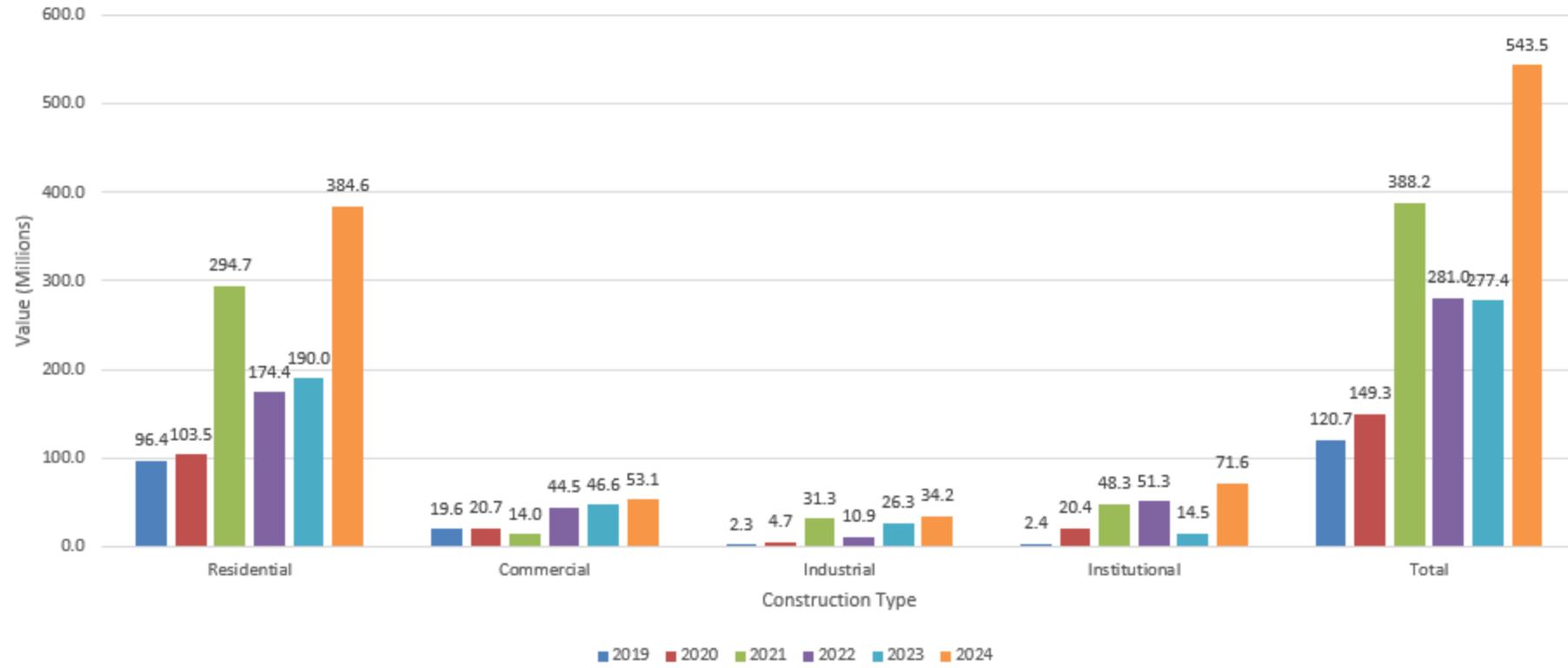
<b>CITY OF LONDON</b>																		
<b>SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF MARCH 2024</b>																		
CLASSIFICATION	March 2024			to the end of March 2024			March 2023			to the end of March 2023			March 2022			to the end of March 2022		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	25	15,749,617	25	55	33,891,572	55	13	7,303,758	13	45	26,134,711	45	59	28,127,234	59	185	84,605,287	185
SEMI DETACHED DWELLINGS	1	869,060	2	1	869,060	2	0	0	0	1	921,661	2	0	0	0	0	0	0
TOWNHOUSES	7	14,266,800	33	14	30,305,062	77	3	5,375,929	18	15	25,763,052	74	10	6,942,782	24	35	36,014,991	142
DUPLEX, TRIPLEX, QUAD, APT BLDG	3	82,536,919	190	9	296,020,872	894	3	95,363,266	256	5	116,269,288	298	0	0	0	3	29,330,190	103
RES-ALTER & ADDITIONS	152	9,047,523	37	386	23,506,265	92	157	9,086,615	20	380	20,888,552	58	166	9,741,702	22	404	24,488,682	47
COMMERCIAL -ERECT	3	9,645,000	0	4	11,435,400	1	3	34,230,820	2	3	34,230,820	2	0	0	0	4	31,150,000	0
COMMERCIAL - ADDITION	3	1,102,000	0	8	3,705,956	0	0	0	0	1	1,000	0	1	450,000	0	2	950,000	0
COMMERCIAL - OTHER	37	7,134,378	0	100	37,909,988	2	17	3,035,954	0	66	12,409,729	15	27	8,669,982	0	60	12,356,941	0
INDUSTRIAL - ERECT	2	25,377,907	0	2	25,377,907	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - ADDITION	0	0	0	3	5,630,400	0	1	5,000,000	0	3	17,810,611	0	1	10,300,000	0	1	10,300,000	0
INDUSTRIAL - OTHER	4	710,001	0	18	3,197,082	0	2	877,100	0	9	8,491,127	0	2	3,300	0	6	571,300	0
INSTITUTIONAL - ERECT	0	0	0	3	55,642,257	0	0	0	0	0	0	0	0	0	0	1	36,000,000	0
INSTITUTIONAL - ADDITION	0	0	0	1	8,953,871	0	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	9	674,940	0	26	7,049,233	0	3	121,700	0	21	14,497,250	0	8	14,112,237	0	16	15,254,237	0
AGRICULTURE	1	147,500	0	4	1,262,500	0	0	0	0	1	220,000	0	0	0	0	1	250,000	0
SWIMMING POOL FENCES	10	486,557	0	18	976,557	0	23	826,000	0	38	1,363,000	0	29	1,031,050	0	49	1,872,983	0
ADMINISTRATIVE	5	9,000	0	19	157,000	0	9	32,000	0	26	201,000	0	6	9,000	0	21	569,000	0
DEMOLITION	2	0	1	24	0	18	11	0	10	30	0	20	2	0	2	19	0	16
SIGNS/CANOPY - CITY PROPERTY	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	30	0	0	85	0	0	34	0	0	99	0	0	28	0	0	86	0	0
<b>TOTALS</b>	<b>295</b>	<b>167,757,201</b>	<b>287</b>	<b>785</b>	<b>545,890,981</b>	<b>1,123</b>	<b>279</b>	<b>161,253,142</b>	<b>309</b>	<b>743</b>	<b>279,201,800</b>	<b>494</b>	<b>339</b>	<b>79,387,287</b>	<b>105</b>	<b>894</b>	<b>283,713,611</b>	<b>477</b>

CLASSIFICATION	March 2021			to the end of March 2021			March 2020			to the end of March 2020			March 2019			to the end of March 2019		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	136	60,759,800	136	321	142,327,500	320	62	26,209,680	62	173	75,460,800	173	48	18,507,510	48	126	51,400,020	126
SEMI DETACHED DWELLINGS	1	223,500	1	1	223,500	1	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	26	23,245,600	91	47	39,156,200	139	6	5,870,000	19	22	12,933,900	41	7	5,780,800	27	36	27,781,690	131
DUPLEX, TRIPLEX, QUAD, APT BLDG	4	90,010,000	295	4	90,010,000	295	0	0	0	0	0	0	2	2,275,000	4	3	3,525,000	4
RES-ALTER & ADDITIONS	159	9,179,161	15	372	22,988,721	33	91	4,397,533	6	287	15,099,008	14	124	4,601,115	9	331	13,728,925	20
COMMERCIAL - ERECT	8	2,217,000	0	9	3,193,500	0	0	0	0	1	940,000	0	0	0	0	2	1,329,480	0
COMMERCIAL - ADDITION	1	120,000	0	1	120,000	0	0	0	0	2	2,001,800	0	1	300,000	0	2	2,800,000	0
COMMERCIAL - OTHER	30	5,002,200	0	76	10,677,014	0	20	1,668,400	0	96	17,795,906	0	63	3,624,150	0	139	15,472,470	0
INDUSTRIAL - ERECT	1	1,597,500	0	3	15,792,500	0	1	436,700	0	2	3,436,700	0	0	0	0	1	100,000	0
INDUSTRIAL - ADDITION	1	280,000	0	1	280,000	0	0	0	0	1	118,800	0	0	0	0	2	65,000	0
INDUSTRIAL - OTHER	3	15,035,000	0	9	15,194,800	0	3	223,337	0	14	1,113,837	0	5	243,200	0	20	2,116,900	0
INSTITUTIONAL - ERECT	0	0	0	1	12,000,000	0	0	0	0	1	575,000	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	1	200,000	0	3	1,963,386	0	0	0	0	1	2,000,000	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	8	20,798,850	0	20	34,305,950	0	17	10,419,200	0	36	17,831,200	0	11	1,259,900	0	26	2,401,570	0
AGRICULTURE	0	0	0	0	0	0	0	0	0	1	100,000	0	0	0	0	1	10,000	0
SWIMMING POOL FENCES	54	1,749,894	0	89	2,814,994	0	16	488,740	0	25	802,740	0	10	357,732	0	13	455,732	0
ADMINISTRATIVE	6	50,000	0	16	130,000	0	3	25,000	0	9	25,000	0	13	56,000	0	25	56,000	0
DEMOLITION	10	0	9	18	0	15	5	0	5	19	0	14	15	0	9	26	0	15
SIGNS/CANOPY - CITY PROPERTY	0	0	0	4	0	0	1	0	0	1	0	0	2	0	0	9	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	17	0	0	73	0	0	18	0	0	85	0	0	55	0	0	122	0	0
<b>TOTALS</b>	<b>466</b>	<b>230,468,505</b>	<b>538</b>	<b>1,068</b>	<b>391,178,065</b>	<b>788</b>	<b>243</b>	<b>49,738,590</b>	<b>87</b>	<b>776</b>	<b>150,234,691</b>	<b>228</b>	<b>356</b>	<b>37,005,407</b>	<b>88</b>	<b>884</b>	<b>121,242,787</b>	<b>281</b>

Construction Value of Building Permits (March)



Construction Value of Building Permits (Jan - March)





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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
REMBRANDT HOMES	1061 Eagletrace Dr 183	(statcan) Erect - Townhouse - Cluster SDD ERECT NEW CLUSTER SDD. 2 STOREY, 2 CAR GARAGE, 4 BEDROOM, FINISHED BASEMENT, COVERED DECK, A/C, SB-12 A1, HRV & DWHR REQUIRED. **SOILS REPORT REQUIRED**	1	699,095
WELLINGTON COMMONS HOLDINGS INC	1061 Hargrieve Rd	(statcan) Erect - Warehousing New Single Single Storey Industrial/Office Building.  Ensure Office is limited to 2,000 m2.  DC fees are due upon fit-up permit. Confirm CIP grant.	0	3,951,207
MC DONALD'S RESTAURANTS OF CANADA LIMITED	1159 Highbury Ave N	(statcan) Alter - Restaurant INTERIOR ALTERATION-McDONALD'S RESTAURANT	0	500,000
HYDE PARK SQUARE INC HYDE PARK SQUARE INC	1175 Hyde Park Rd	(statcan) Alter - Markets ALTER UNITS 6-8 FOR TENANT FIT-UP - MONA FARMS MARKET **DEMISING WALL REMOVAL ON SEPERATE PERMIT 23-029243** **SHELL PERMIT ONLY** Updated water flow test to be performed. Sprinkler shop drawings and hydraulic calculations to be provided with results of new flow test. To be submitted prior to any sprinkler inspections. Integrated testing coordinator required to be submitted prior to full permit approval.	0	292,500
	12 Horn St	(statcan) Alter - Duplex ALTER - TO CREATE A 2 NEW ADDITIONAL RESIDENTIAL UNITS WITHIN THE PRIMARY DWELLING FOR A TOOTAL OF 3 UNITS  No interior or exterior alterations requested - Repurposing use only. *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 5 BEDROOMS FOR ALL 3 UNITS COMBINED*****	2	150,000
TALBOT AND KENT BLOCK LIMITED	136 Kent St	(statcan) Alter - Four-Plex ALTER TO CREATE A 4 UNIT RESIDENTIAL BUILDING	3	196,308
	137 John St	(statcan) Add (Residential) - Four-Plex ADDITION TO REAR OF PROPERTY TO BUILD (2) ADDITIONAL UNITS. TOTAL UNITS TO 4 MINOR VARIANCE NO. A.119/23	2	356,985
2155110 ONTARIO INC 2155110 ONTARIO INC	150 Dufferin Ave	(statcan) Alter - Offices ALTER BASEMENT WITH NEW COMPUTER ROOM A/C UNIT IN BASEMENT		400,000
EASTWOOD CENTRE INC	1920 Dundas St	(statcan) Alter - Financial Institution Alteration for existing TD Bank: construction of new walls + interior finishes upgrades on GF; exterior finishes upgrade *****ALL SIGNS ON SEPARATE PERMITS*****	0	1,239,557



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
SIFTON LIMITED SIFTON PROPERTIES LIMITED	1965 Upperpoint Gate BB	(statcan) Erect - Street Townhouse - Condo Erect 2 storey (walkout, 6 unit townhouse Block BLDG BB (145, 147, 149, 151, 153, 155)	6	2,351,890
2441342 ONTARIO INC.	204 Hamilton Rd	(statcan) Add (Non-Residential) - Medical Offices Proposed 245.4m2 Office Addition	0	900,000
Sifton Properties Limited The Canada Life Assurance Company	255 Queens Ave	(statcan) Alter - Offices Front Lobby Renovations for One London Place Building.	0	700,000
CORPORATION OF OF LONDON CORPORATION OF THE CITY OF LONDON	2615 Innovation Dr	(statcan) Erect - Food Processing Plant ID - ERECT NEW PLANT FOR MANUFACTURING FOUNDATION PERMIT ONLY. NO ABOVE GRADE WORK PERMITTED. SITE SERVICES AND UNDERGROUND FOUNDATION WORK ONLY FOR AREAS BETWEEN GRID LINE 1 TO 7Z	0	21,426,700
KING'S UNIVERSITY COLLEGE KING'S UNIVERSITY COLLEGE	266 Epworth Ave	(statcan) Alter - Apartment Building Interior alterations to existing washrooms/ shower rooms at an existing residence building at King's University College.	0	1,800,000
	2939 Scotland Dr	(statcan) Erect - Pole Barn ERECT AGRICULTURAL STORAGE BUILDING		147,500
LONDON CITY LONDON CITY	300 Dufferin Ave	(statcan) Alter - Municipal Buildings EXTERIOR ALTERATIONS - REPLACE EXISTING SOFFIT, INSULATION AND FIRE SPRAY PROOFING IN CANOPY ABOVE MAIN ENTRANCE OFF DUFFERIN AVENUE.	0	246,000
TRICAR PROPERTIES LTD. TRICAR PROPERTIES LTD.	320 Thames St	(statcan) Alter - Offices Interior alterations for an office suite.	0	300,000
WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC.	3234 Wonderland Rd S	(statcan) Erect - Automobile Sales & Service Permit submittal on behalf of Wonderland Power Centre Inc. for the address municipally known as 3234-3274 Wonderland Road, South, London Ontario. Building permit application for a new build 4,721 square meter automobile sales and service facility as outlined on the architectural drawings provided herewith. Please include Joe Longo, joe@southsidegroup.ca, 519-433-0634 x 243 on communications as they relate to this application.	0	5,600,000
WELLINGTON GATE INC	332 Wellington Rd	(statcan) Alter - Financial Institution Interior fit up to accommodate a new credit union to be located within Unit 4 at 332 Wellington Road.	0	550,000



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
YORK DEVELOPMENTS YORK DEVELOPMENTS	3325 Wonderland Rd S	(statcan) Alter - Retail Store UNIT FINISH FOR A NEW HEALTHY PLANET RETAIL STORE IN AN EXISTING VACANT UNIT	0	500,000
WELLINGTON GATE INC	334 Wellington Rd	(statcan) Erect - Retail Plaza Construction of Retail Plaza 6 shell units, base building work	0	4,000,000
MICHAEL BIERBAUM OLD OAK PROPERTIES INC	3392 Wonderland Rd S	(statcan) Alter - Office and storage 3392 Wonderland Rd. S - Building #10 - Interior alteration to existing building to suite tenants needs	0	124,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant <= 30 People UNIT FINISH, INTERIOR ALTERATION, INTERIOR PARTITION OF WALLS, HVAC DUCT WORK AND PLUMBING MODIFICATIONS	0	125,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant <= 30 People Interior alteration of an existing suite including structural, plumbing, HVAC and electrical work.	0	180,000
LPB INVESTMENTS INC, APB INVESTMENTS INC Lpb Investments Inc Apb Investments Inc	4025 White Oak Rd	(statcan) Alter - Retail store and warehouse Renovation of existing showroom space to create loading bay and front counter area. Additional exterior overhead doors, concrete exterior ramp. Office area renovation including new universal washroom.	0	690,000
1000714238 ONTARIO INC.	4211 Liberty Cross	(statcan) Erect - Duplex ERECT NEW SDD. 1 STOREY, TWO CAR GARAGE, 5 BEDROOMS TOTAL, FINISHED BASEMENT W/ 1 BEDROOM ADDITIONAL DWELLING UNIT, NO DECK, A/C, SB-12 A1, LOT 70 PLAN 33M-838, HRV & DWHR REQUIRED.	2	709,650
1000714238 ONTARIO INC.	4225 Green Bend	(statcan) Erect - Duplex ERECT NEW SDD. 1 STOREY WALKOUT, 2 CAR GARAGE, 5 BEDROOM, FINISHED BASEMENT WITH ADU, UNCOVERED DECK, WITH A/C, SB-12 A1, LOT 4 PLAN 33M-838, HRV & DWHR REQUIRED *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****MAXIMUM OF 5 BEDROOMS TOTAL COMBINED BETWEEN BOTH UNITS***** *****AC MUST BE A MINIMUM OF 3 FEET FROM ANY PROPERTY LINE*****	2	477,504
SPRINGBANK LUX INC. AVRANCE CORP. DEVELOPMENTS	464 Springbank Dr	(statcan) Erect - Apartment - Condo ERECT 9 STOREY APARTMENT CONDO W/ 186 RESIDENTIAL AND 4 COMMERCIAL UNITS. FOUNDATION PERMIT WITH SITE SERVICES AND UNDERGROUND PLUMBING \$4,721,100.85 DEVELOPMENT CHARGES REQUIRED AT TIME OF ABOVE GRADE PERMIT ISSUANCE.	186	81,349,765



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Dave Schmidt Sunningdale Golf Club Ltd.	465 Sunningdale Rd W	(statcan) Add (Non-Residential) - Non-Residential Accessory Building ADD 3-SEASON WASHROOM AND CONCESSION STAND - TEE-OFF 15	0	200,000
INTERRENT INTERNATIONAL PROPERTIES INC	527 Gordon Ave	(statcan) Alter - Apartment Building new laundry room, 2 new bachelor apts, 2 new 1 bedroom apts.		262,400
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd B	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG B, 4 UNITS DPN 540, 542, 544, 546, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	4	1,777,860
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd C	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG C, 6 UNITS DPN 66, 68, 70, 72, 74, 76, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	6	2,661,435
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd E	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG E, 5 UNITS DPN 1, 3, 5, 7, 9, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	5	2,200,340
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd F	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG F, 5 UNITS DPN 39, 41, 43, 45, 47, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	5	2,200,340
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd I	(statcan) Erect - Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG I, DPNs 10, 12, 14, 16, 18, & 20.	6	2,375,840
RICHMOND BLOCK LONDON CORPORATION FARHI HOLDINGS CORPORATION	551 Richmond St	(statcan) Alter - Restaurant CM - INTERIOR ALTERATIONS TO DIMI'S GREEKHOUSE, REMOVING STAIRS AND INFILLING, AND RE-CONFIGURING BATHROOMS *****A CITY OF LONDON BUSINESS LICENSE IS REQUIRED*****	0	106,560
60 PACIFIC HOLDINGS LIMITED C/O BRIARLANE RENTAL PROPERTY	60 Pacific Crt	(statcan) Alter - Industrial Laboratory Office renovation	0	700,000
2440339 Ontario Limited	629 Richmond St	(statcan) Alter - Restaurant Interior alteration / tenant fit up. ***SHELL PERMIT*** Provide shop drawings for load bearing steel stud walls, stairs, and guardrails/handrails. Provide Integrated Testing Coordinator, Integrated Testing Coordinator form and Integrated Testing Plan.	0	150,000
PROPERTY MANAGER WESTERN UNIVERSITY	700 Collip Cir	(statcan) Alter - Offices Replace two (2) 10-Ton Carrier RTUs with two (2) new Lennox RTUs.	0	200,000



**City of London - Building Division**

**Principal Permits Issued from March 1, 2024 to March 31, 2024**

Owner	Project Location	Proposed Work	No. of Units	Construction Value
C/O INFRASTRUCTURE ONTARIO MANAGEMENT BOARD SECRETARIAT	711 Exeter Rd	(statcan) Alter - Correctional & Detention Centre Sprinkler System Renewal	0	130,000
735 WONDERLAND ROAD NORTH INC	735 Wonderland Rd N	(statcan) Alter - Restaurant INTERIOR RENOVATION FOR UNIT 23A, INCLUDING KITCHEN HOOD EXHAUST UPGRADE.	0	125,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	741 Base Line Rd E	(statcan) Alter - Boarding/Lodging House The work includes the renovation of the existing kitchen including cabinetry, sinks, and appliances. Existing residential style cooking appliances are being replaced with commercial appliances. A gas-fired rooftop make-up air unit, rooftop exhaust fan, and commercial cooking exhaust hood with fire suppression system and fire alarm integration. Associated electrical work related to the renovated area and new equipment.	0	250,000
	75 Byron Ave E	(statcan) Add (Residential) - Duplex adding a new unit above a new garage.	1	200,000
EAGLE APARTMENTS LTD	80 King Edward Ave	(statcan) Alter - Apartment Building Please note this is for Balcony Slab Repairs for 7 Storey apartment building and new railing system.	0	150,000

Total Permits 44    Units 231    Value 143,653,436

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

## Report to Planning & Environment Committee

**To:** Chair and Members  
Planning & Environment Committee  
**From:** Scott Mathers, MPA, P. Eng  
Deputy City Manager, Planning and Economic Development  
**Subject:** Building Division Monthly Report  
March 2024  
**Date:** April 30, 2024

## Recommendation

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

## Executive Summary

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

## Linkage to the Corporate Strategic Plan

Growing our Economy

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

Leading in Public Service

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

## Analysis

### 1.0 Background Information

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

### 2.0 Discussion and Considerations

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

#### Permits Issued to the end of the month

As of March 2024, a total of 785 permits were issued, with a construction value of \$545.9 million, representing 1,123 new dwelling units. Compared to the same period in 2023, this represents a 5.65% increase in the number of building permits, with a 95.5% increase in construction value and an 127.3% increase in the number of dwelling units constructed.

### **Total permits to construct New Single and Semi-Dwelling Units**

As of the end of March 2024, the number of building permits issued for the construction of single and semi-detached dwellings was 56, representing a 21.7% increase over the same period in 2023.

### **Number of Applications in Process**

As of the end of March 2024, 881 applications are in process, representing approximately \$751.9 million in construction value and an additional 1,432 dwelling units compared with 941 applications, with a construction value of \$665 million and an additional 1,123 dwelling units in the same period in 2023.

### **Rate of Application Submission**

Applications received in March 2024 averaged to 14.75 applications per business day, for a total of 295 applications. Of the applications submitted 25 were for the construction of single detached dwellings and 33 townhouse units.

### **Permits issued for the month**

In March 2024, 295 permits were issued for 287 new dwelling units, totaling a construction value of \$167.8 million.

### **Inspections – Building**

A total of 1,544 inspection requests were received with 2,010 inspections being conducted.

In addition, 25 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,544 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **Inspections - Code Compliance**

A total of 675 inspection requests were received, with 786 inspections being conducted.

An additional 195 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 675 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **Inspections - Plumbing**

A total of 854 inspection requests were received with 1,171 inspections being conducted related to building permit activity.

An additional 4 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

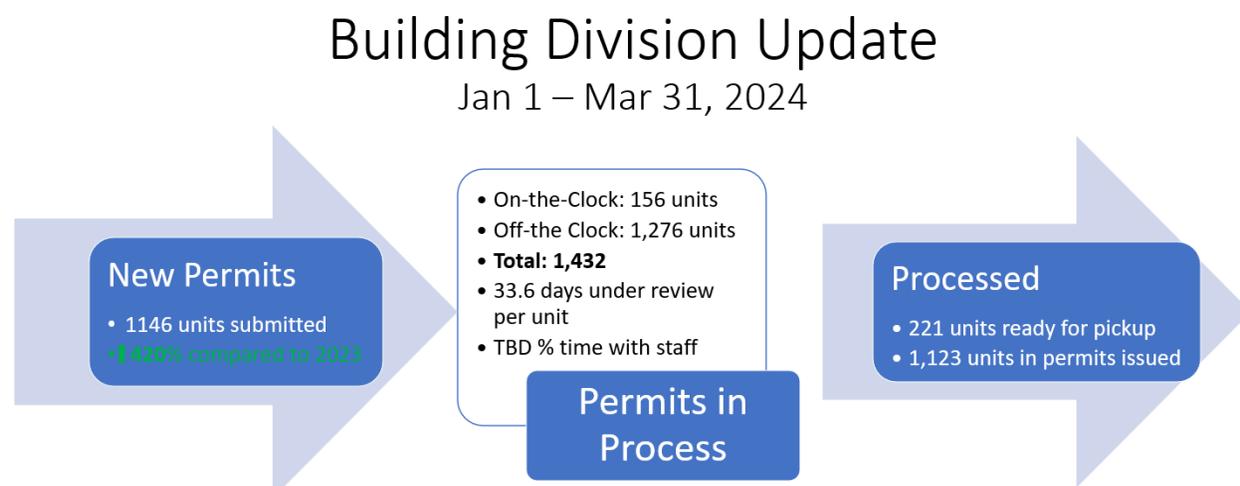
Of the 854 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

### **2019 - 2021 Permit Data**

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

## New Housing Unit Activity

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



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

### 3.0 Analysis

Analysis of the March 2024 building permit data shows a strengthening in the housing and building marketplace over the same period in 2023. The City of London saw a 5.7% increase in the number of building permits compared to the same period last year and an increase in housing units of 127%. Single and semi-detached dwellings units in permits have increased modestly over last year by 21.7%, reversing the trend seen in February. Multi-unit (Duplex, Triplex, Quadplex, Apartment Buildings) have seen an increase of 200% resulting in an overall increase in units issued by over 127.3%, year to date. We continue to see strong starts in 2024 with increase permit activity in all sectors over 2023, with a combined construction value increase of 95%. To date, 2024 has had the strongest yearly start in the last 5-years with permit construction value and the number of units processed having the highest year-to-date values over the 2019-2024 period.

## **Conclusion**

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

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

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

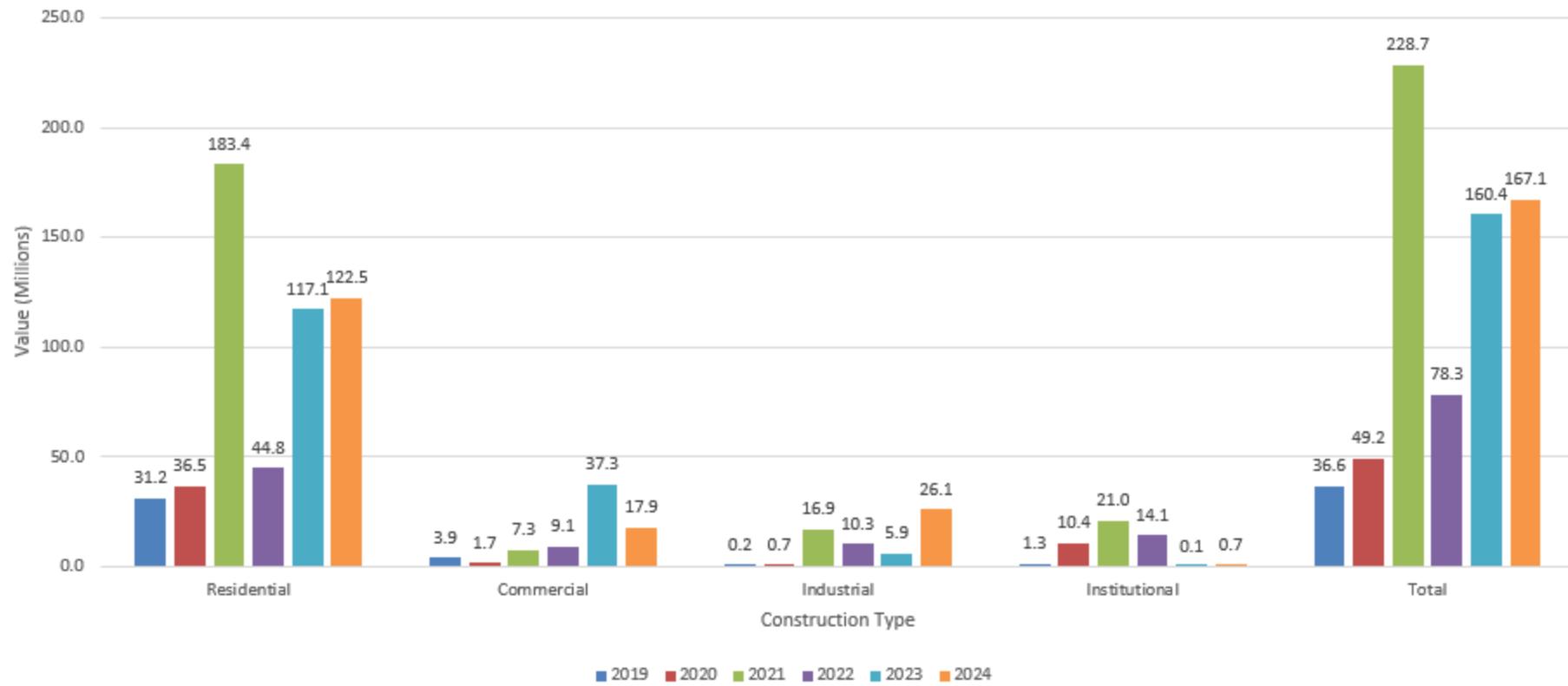
**Recommended by:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager  
Planning and Economic Development

**APPENDIX "A"**

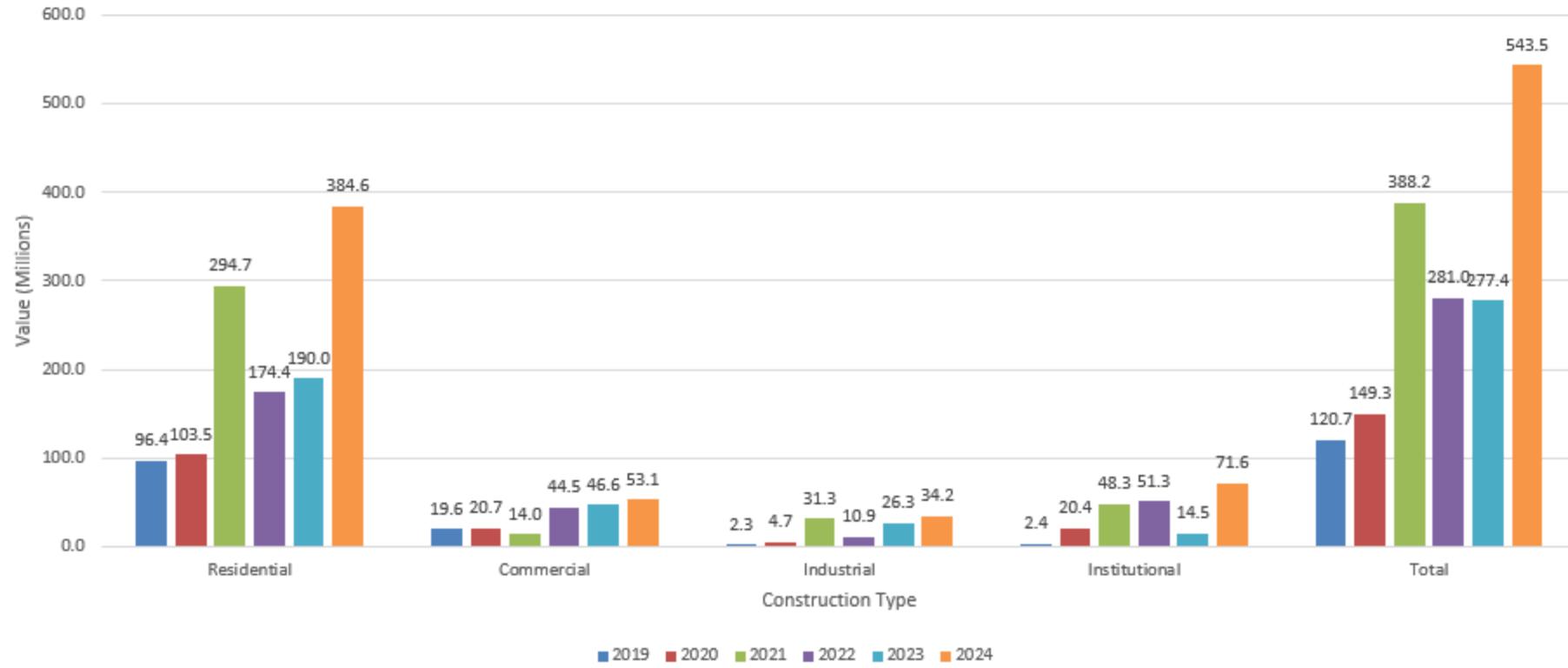
<b>CITY OF LONDON</b>																		
<b>SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF MARCH 2024</b>																		
CLASSIFICATION	March 2024			to the end of March 2024			March 2023			to the end of March 2023			March 2022			to the end of March 2022		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	25	15,749,617	25	55	33,891,572	55	13	7,303,758	13	45	26,134,711	45	59	28,127,234	59	185	84,605,287	185
SEMI DETACHED DWELLINGS	1	869,060	2	1	869,060	2	0	0	0	1	921,661	2	0	0	0	0	0	0
TOWNHOUSES	7	14,266,800	33	14	30,305,062	77	3	5,375,929	18	15	25,763,052	74	10	6,942,782	24	35	36,014,991	142
DUPLEX, TRIPLEX, QUAD, APT BLDG	3	82,536,919	190	9	296,020,872	894	3	95,363,266	256	5	116,269,288	298	0	0	0	3	29,330,190	103
RES-ALTER & ADDITIONS	152	9,047,523	37	386	23,506,265	92	157	9,086,615	20	380	20,888,552	58	166	9,741,702	22	404	24,488,682	47
COMMERCIAL -ERECT	3	9,645,000	0	4	11,435,400	1	3	34,230,820	2	3	34,230,820	2	0	0	0	4	31,150,000	0
COMMERCIAL - ADDITION	3	1,102,000	0	8	3,705,956	0	0	0	0	1	1,000	0	1	450,000	0	2	950,000	0
COMMERCIAL - OTHER	37	7,134,378	0	100	37,909,988	2	17	3,035,954	0	66	12,409,729	15	27	8,669,982	0	60	12,356,941	0
INDUSTRIAL - ERECT	2	25,377,907	0	2	25,377,907	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - ADDITION	0	0	0	3	5,630,400	0	1	5,000,000	0	3	17,810,611	0	1	10,300,000	0	1	10,300,000	0
INDUSTRIAL - OTHER	4	710,001	0	18	3,197,082	0	2	877,100	0	9	8,491,127	0	2	3,300	0	6	571,300	0
INSTITUTIONAL - ERECT	0	0	0	3	55,642,257	0	0	0	0	0	0	0	0	0	0	1	36,000,000	0
INSTITUTIONAL - ADDITION	0	0	0	1	8,953,871	0	0	0	0	0	0	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	9	674,940	0	26	7,049,233	0	3	121,700	0	21	14,497,250	0	8	14,112,237	0	16	15,254,237	0
AGRICULTURE	1	147,500	0	4	1,262,500	0	0	0	0	1	220,000	0	0	0	0	1	250,000	0
SWIMMING POOL FENCES	10	486,557	0	18	976,557	0	23	826,000	0	38	1,363,000	0	29	1,031,050	0	49	1,872,983	0
ADMINISTRATIVE	5	9,000	0	19	157,000	0	9	32,000	0	26	201,000	0	6	9,000	0	21	569,000	0
DEMOLITION	2	0	1	24	0	18	11	0	10	30	0	20	2	0	2	19	0	16
SIGNS/CANOPY - CITY PROPERTY	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	30	0	0	85	0	0	34	0	0	99	0	0	28	0	0	86	0	0
<b>TOTALS</b>	<b>295</b>	<b>167,757,201</b>	<b>287</b>	<b>785</b>	<b>545,890,981</b>	<b>1,123</b>	<b>279</b>	<b>161,253,142</b>	<b>309</b>	<b>743</b>	<b>279,201,800</b>	<b>494</b>	<b>339</b>	<b>79,387,287</b>	<b>105</b>	<b>894</b>	<b>283,713,611</b>	<b>477</b>

CLASSIFICATION	March 2021			to the end of March 2021			March 2020			to the end of March 2020			March 2019			to the end of March 2019		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	136	60,759,800	136	321	142,327,500	320	62	26,209,680	62	173	75,460,800	173	48	18,507,510	48	126	51,400,020	126
SEMI DETACHED DWELLINGS	1	223,500	1	1	223,500	1	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	26	23,245,600	91	47	39,156,200	139	6	5,870,000	19	22	12,933,900	41	7	5,780,800	27	36	27,781,690	131
DUPLEX, TRIPLEX, QUAD, APT BLDG	4	90,010,000	295	4	90,010,000	295	0	0	0	0	0	0	2	2,275,000	4	3	3,525,000	4
RES-ALTER & ADDITIONS	159	9,179,161	15	372	22,988,721	33	91	4,397,533	6	287	15,099,008	14	124	4,601,115	9	331	13,728,925	20
COMMERCIAL -ERECT	8	2,217,000	0	9	3,193,500	0	0	0	0	1	940,000	0	0	0	0	2	1,329,480	0
COMMERCIAL - ADDITION	1	120,000	0	1	120,000	0	0	0	0	2	2,001,800	0	1	300,000	0	2	2,800,000	0
COMMERCIAL - OTHER	30	5,002,200	0	76	10,677,014	0	20	1,668,400	0	96	17,795,906	0	63	3,624,150	0	139	15,472,470	0
INDUSTRIAL - ERECT	1	1,597,500	0	3	15,792,500	0	1	436,700	0	2	3,436,700	0	0	0	0	1	100,000	0
INDUSTRIAL - ADDITION	1	280,000	0	1	280,000	0	0	0	0	1	118,800	0	0	0	0	2	65,000	0
INDUSTRIAL - OTHER	3	15,035,000	0	9	15,194,800	0	3	223,337	0	14	1,113,837	0	5	243,200	0	20	2,116,900	0
INSTITUTIONAL - ERECT	0	0	0	1	12,000,000	0	0	0	0	1	575,000	0	0	0	0	0	0	0
INSTITUTIONAL - ADDITION	1	200,000	0	3	1,963,386	0	0	0	0	1	2,000,000	0	0	0	0	0	0	0
INSTITUTIONAL - OTHER	8	20,798,850	0	20	34,305,950	0	17	10,419,200	0	36	17,831,200	0	11	1,259,900	0	26	2,401,570	0
AGRICULTURE	0	0	0	0	0	0	0	0	0	1	100,000	0	0	0	0	1	10,000	0
SWIMMING POOL FENCES	54	1,749,894	0	89	2,814,994	0	16	488,740	0	25	802,740	0	10	357,732	0	13	455,732	0
ADMINISTRATIVE	6	50,000	0	16	130,000	0	3	25,000	0	9	25,000	0	13	56,000	0	25	56,000	0
DEMOLITION	10	0	9	18	0	15	5	0	5	19	0	14	15	0	9	26	0	15
SIGNS/CANOPY - CITY PROPERTY	0	0	0	4	0	0	1	0	0	1	0	0	2	0	0	9	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	17	0	0	73	0	0	18	0	0	85	0	0	55	0	0	122	0	0
<b>TOTALS</b>	<b>466</b>	<b>230,468,505</b>	<b>538</b>	<b>1,068</b>	<b>391,178,065</b>	<b>788</b>	<b>243</b>	<b>49,738,590</b>	<b>87</b>	<b>776</b>	<b>150,234,691</b>	<b>228</b>	<b>356</b>	<b>37,005,407</b>	<b>88</b>	<b>884</b>	<b>121,242,787</b>	<b>281</b>

Construction Value of Building Permits (March)



Construction Value of Building Permits (Jan - March)





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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
REMBRANDT HOMES	1061 Eagletrace Dr 183	(statcan) Erect - Townhouse - Cluster SDD ERECT NEW CLUSTER SDD. 2 STOREY, 2 CAR GARAGE, 4 BEDROOM, FINISHED BASEMENT, COVERED DECK, A/C, SB-12 A1, HRV & DWHR REQUIRED. **SOILS REPORT REQUIRED**	1	699,095
WELLINGTON COMMONS HOLDINGS INC	1061 Hargrieve Rd	(statcan) Erect - Warehousing New Single Single Storey Industrial/Office Building.  Ensure Office is limited to 2,000 m2.  DC fees are due upon fit-up permit. Confirm CIP grant.	0	3,951,207
MC DONALD'S RESTAURANTS OF CANADA LIMITED	1159 Highbury Ave N	(statcan) Alter - Restaurant INTERIOR ALTERATION-McDONALD'S RESTAURANT	0	500,000
HYDE PARK SQUARE INC HYDE PARK SQUARE INC	1175 Hyde Park Rd	(statcan) Alter - Markets ALTER UNITS 6-8 FOR TENANT FIT-UP - MONA FARMS MARKET **DEMISING WALL REMOVAL ON SEPERATE PERMIT 23-029243** **SHELL PERMIT ONLY** Updated water flow test to be performed. Sprinkler shop drawings and hydraulic calculations to be provided with results of new flow test. To be submitted prior to any sprinkler inspections. Integrated testing coordinator required to be submitted prior to full permit approval.	0	292,500
	12 Horn St	(statcan) Alter - Duplex ALTER - TO CREATE A 2 NEW ADDITIONAL RESIDENTIAL UNITS WITHIN THE PRIMARY DWELLING FOR A TOOTAL OF 3 UNITS No interior or exterior alterations requested - Repurposing use only. *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 5 BEDROOMS FOR ALL 3 UNITS COMBINED*****	2	150,000
TALBOT AND KENT BLOCK LIMITED	136 Kent St	(statcan) Alter - Four-Plex ALTER TO CREATE A 4 UNIT RESIDENTIAL BUILDING	3	196,308
	137 John St	(statcan) Add (Residential) - Four-Plex ADDITION TO REAR OF PROPERTY TO BUILD (2) ADDITIONAL UNITS. TOTAL UNITS TO 4 MINOR VARIANCE NO. A.119/23	2	356,985
2155110 ONTARIO INC 2155110 ONTARIO INC	150 Dufferin Ave	(statcan) Alter - Offices ALTER BASEMENT WITH NEW COMPUTER ROOM A/C UNIT IN BASEMENT		400,000
EASTWOOD CENTRE INC	1920 Dundas St	(statcan) Alter - Financial Institution Alteration for existing TD Bank: construction of new walls + interior finishes upgrades on GF; exterior finishes upgrade *****ALL SIGNS ON SEPARATE PERMITS*****	0	1,239,557



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
SIFTON LIMITED SIFTON PROPERTIES LIMITED	1965 Upperpoint Gate BB	(statcan) Erect - Street Townhouse - Condo Erect 2 storey (walkout, 6 unit townhouse Block BLDG BB (145, 147, 149, 151, 153, 155)	6	2,351,890
2441342 ONTARIO INC.	204 Hamilton Rd	(statcan) Add (Non-Residential) - Medical Offices Proposed 245.4m2 Office Addition	0	900,000
Sifton Properties Limited The Canada Life Assurance Company	255 Queens Ave	(statcan) Alter - Offices Front Lobby Renovations for One London Place Building.	0	700,000
CORPORATION OF OF LONDON CORPORATION OF THE CITY OF LONDON	2615 Innovation Dr	(statcan) Erect - Food Processing Plant ID - ERECT NEW PLANT FOR MANUFACTURING FOUNDATION PERMIT ONLY. NO ABOVE GRADE WORK PERMITTED. SITE SERVICES AND UNDERGROUND FOUNDATION WORK ONLY FOR AREAS BETWEEN GRID LINE 1 TO 7Z	0	21,426,700
KING'S UNIVERSITY COLLEGE KING'S UNIVERSITY COLLEGE	266 Epworth Ave	(statcan) Alter - Apartment Building Interior alterations to existing washrooms/ shower rooms at an existing residence building at King's University College.	0	1,800,000
	2939 Scotland Dr	(statcan) Erect - Pole Barn ERECT AGRICULTURAL STORAGE BUILDING		147,500
LONDON CITY LONDON CITY	300 Dufferin Ave	(statcan) Alter - Municipal Buildings EXTERIOR ALTERATIONS - REPLACE EXISTING SOFFIT, INSULATION AND FIRE SPRAY PROOFING IN CANOPY ABOVE MAIN ENTRANCE OFF DUFFERIN AVENUE.	0	246,000
TRICAR PROPERTIES LTD. TRICAR PROPERTIES LTD.	320 Thames St	(statcan) Alter - Offices Interior alterations for an office suite.	0	300,000
WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC.	3234 Wonderland Rd S	(statcan) Erect - Automobile Sales & Service Permit submittal on behalf of Wonderland Power Centre Inc. for the address municipally known as 3234-3274 Wonderland Road, South, London Ontario. Building permit application for a new build 4,721 square meter automobile sales and service facility as outlined on the architectural drawings provided herewith. Please include Joe Longo, joe@southsidegroup.ca, 519-433-0634 x 243 on communications as they relate to this application.	0	5,600,000
WELLINGTON GATE INC	332 Wellington Rd	(statcan) Alter - Financial Institution Interior fit up to accommodate a new credit union to be located within Unit 4 at 332 Wellington Road.	0	550,000



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
YORK DEVELOPMENTS YORK DEVELOPMENTS	3325 Wonderland Rd S	(statcan) Alter - Retail Store UNIT FINISH FOR A NEW HEALTHY PLANET RETAIL STORE IN AN EXISTING VACANT UNIT	0	500,000
WELLINGTON GATE INC	334 Wellington Rd	(statcan) Erect - Retail Plaza Construction of Retail Plaza 6 shell units, base building work	0	4,000,000
MICHAEL BIERBAUM OLD OAK PROPERTIES INC	3392 Wonderland Rd S	(statcan) Alter - Office and storage 3392 Wonderland Rd. S - Building #10 - Interior alteration to existing building to suite tenants needs	0	124,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant <= 30 People UNIT FINISH, INTERIOR ALTERATION, INTERIOR PARTITION OF WALLS, HVAC DUCT WORK AND PLUMBING MODIFICATIONS	0	125,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant <= 30 People Interior alteration of an existing suite including structural, plumbing, HVAC and electrical work.	0	180,000
LPB INVESTMENTS INC, APB INVESTMENTS INC Lpb Investments Inc Apb Investments Inc	4025 White Oak Rd	(statcan) Alter - Retail store and warehouse Renovation of existing showroom space to create loading bay and front counter area. Additional exterior overhead doors, concrete exterior ramp. Office area renovation including new universal washroom.	0	690,000
1000714238 ONTARIO INC.	4211 Liberty Cross	(statcan) Erect - Duplex ERECT NEW SDD. 1 STOREY, TWO CAR GARAGE, 5 BEDROOMS TOTAL, FINISHED BASEMENT W/ 1 BEDROOM ADDITIONAL DWELLING UNIT, NO DECK, A/C, SB-12 A1, LOT 70 PLAN 33M-838, HRV & DWHR REQUIRED.	2	709,650
1000714238 ONTARIO INC.	4225 Green Bend	(statcan) Erect - Duplex ERECT NEW SDD. 1 STOREY WALKOUT, 2 CAR GARAGE, 5 BEDROOM, FINISHED BASEMENT WITH ADU, UNCOVERED DECK, WITH A/C, SB-12 A1, LOT 4 PLAN 33M-838, HRV & DWHR REQUIRED *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****MAXIMUM OF 5 BEDROOMS TOTAL COMBINED BETWEEN BOTH UNITS***** *****AC MUST BE A MINIMUM OF 3 FEET FROM ANY PROPERTY LINE*****	2	477,504
SPRINGBANK LUX INC. AVRANCE CORP. DEVELOPMENTS	464 Springbank Dr	(statcan) Erect - Apartment - Condo ERECT 9 STOREY APARTMENT CONDO W/ 186 RESIDENTIAL AND 4 COMMERCIAL UNITS. FOUNDATION PERMIT WITH SITE SERVICES AND UNDERGROUND PLUMBING \$4,721,100.85 DEVELOPMENT CHARGES REQUIRED AT TIME OF ABOVE GRADE PERMIT ISSUANCE.	186	81,349,765



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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Dave Schmidt Sunningdale Golf Club Ltd.	465 Sunningdale Rd W	(statcan) Add (Non-Residential) - Non-Residential Accessory Building ADD 3-SEASON WASHROOM AND CONCESSION STAND - TEE-OFF 15	0	200,000
INTERRENT INTERNATIONAL PROPERTIES INC	527 Gordon Ave	(statcan) Alter - Apartment Building new laundry room, 2 new bachelor apts, 2 new 1 bedroom apts.		262,400
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd B	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG B, 4 UNITS DPN 540, 542, 544, 546, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	4	1,777,860
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd C	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG C, 6 UNITS DPN 66, 68, 70, 72, 74, 76, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	6	2,661,435
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd E	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG E, 5 UNITS DPN 1, 3, 5, 7, 9, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	5	2,200,340
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd F	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG F, 5 UNITS DPN 39, 41, 43, 45, 47, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	5	2,200,340
THE IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd I	(statcan) Erect - Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG I, DPNs 10, 12, 14, 16, 18, & 20.	6	2,375,840
RICHMOND BLOCK LONDON CORPORATION FARHI HOLDINGS CORPORATION	551 Richmond St	(statcan) Alter - Restaurant CM - INTERIOR ALTERATIONS TO DIMI'S GREEKHOUSE, REMOVING STAIRS AND INFILLING, AND RE-CONFIGURING BATHROOMS *****A CITY OF LONDON BUSINESS LICENSE IS REQUIRED*****	0	106,560
60 PACIFIC HOLDINGS LIMITED C/O BRIARLANE RENTAL PROPERTY	60 Pacific Crt	(statcan) Alter - Industrial Laboratory Office renovation	0	700,000
2440339 Ontario Limited	629 Richmond St	(statcan) Alter - Restaurant Interior alteration / tenant fit up. ***SHELL PERMIT*** Provide shop drawings for load bearing steel stud walls, stairs, and guardrails/handrails. Provide Integrated Testing Coordinator, Integrated Testing Coordinator form and Integrated Testing Plan.	0	150,000
PROPERTY MANAGER WESTERN UNIVERSITY	700 Collip Cir	(statcan) Alter - Offices Replace two (2) 10-Ton Carrier RTUs with two (2) new Lennox RTUs.	0	200,000



### City of London - Building Division

#### Principal Permits Issued from March 1, 2024 to March 31, 2024

Owner	Project Location	Proposed Work	No. of Units	Construction Value
C/O INFRASTRUCTURE ONTARIO MANAGEMENT BOARD SECRETARIAT	711 Exeter Rd	(statcan) Alter - Correctional & Detention Centre Sprinkler System Renewal	0	130,000
735 WONDERLAND ROAD NORTH INC	735 Wonderland Rd N	(statcan) Alter - Restaurant INTERIOR RENOVATION FOR UNIT 23A, INCLUDING KITCHEN HOOD EXHAUST UPGRADE.	0	125,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	741 Base Line Rd E	(statcan) Alter - Boarding/Lodging House The work includes the renovation of the existing kitchen including cabinetry, sinks, and appliances. Existing residential style cooking appliances are being replaced with commercial appliances. A gas-fired rooftop make-up air unit, rooftop exhaust fan, and commercial cooking exhaust hood with fire suppression system and fire alarm integration. Associated electrical work related to the renovated area and new equipment.	0	250,000
	75 Byron Ave E	(statcan) Add (Residential) - Duplex adding a new unit above a new garage.	1	200,000
EAGLE APARTMENTS LTD	80 King Edward Ave	(statcan) Alter - Apartment Building Please note this is for Balcony Slab Repairs for 7 Storey apartment building and new railing system.	0	150,000

Total Permits 44    Units 231    Value 143,653,436

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

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** Scott Mathers, MPA, P.Eng.  
Deputy City Manager, Planning and Economic Development  
**Subject:** London Plaza Inc.  
1560 Dundas Street  
File Number: Z-9715, Ward 2  
Public Participation Meeting  
**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application of London Plaza Inc. relating to the property located at 1560 Dundas Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting May 14, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area Commercial (ASA1/ASA4) Zone, **TO** an Associated Shopping Area Commercial Special Provision (ASA1(\_)/ASA3(\_)/ASA4(\_)) Zone;

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

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to The London Plan, including, but not limited to the Urban Corridor Place Type; and
3. The recommended amendment facilitates a broader range of uses within existing building stock in the Built Area Boundary.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Associated Shopping Area Commercial (ASA1/ASA4) Zone to an Associated Shopping Area Special Provision (ASA1(\_)/ASA3(\_)/ASA4(\_)) Zone allowing for an expanded range of complementary employment and commercial uses.

Special provisions are requested to recognize existing site conditions for landscaped open space, lot coverage, interior side yard depth, rear yard depth, parking area setback, and parking.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment. The recommended action will permit a broader range of uses within the existing building.

## 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:

- **Strategic Plan Area of Focus: Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

B.067/06 – Report to London Consent Authority – August 14, 2006

A.112/06 – Report to London Committee of Adjustment – August 13, 2007

B.049/11 – Report to London Consent Authority – October 10, 2011

A.057/12 – Report to London Committee of Adjustment – June 11, 2012

#### 1.2 Planning History

The site was previously subject to a consent application (B.067/06) to sever the subject lands from the adjacent properties at 417 and 419 Spruce Street and to create an easement for a right-of-way. A concurrent minor variance application (A.112/06) recognized existing lot frontage, building coverage, and parking. The consent subsequently lapsed, and a second consent application was applied for in 2011 (B.049/11) with a concurrent minor variance application (A.057/12) to recognize interior side yard depth, rear yard depth, and landscaped open space.

#### 1.3 Property Description and Location

The subject lands are located on the north side of Dundas Street, east of First Street, in the Argyle Planning District. The lands are currently developed with a one-storey, multi-unit commercial building and surface parking. Access to the site is provided from Dundas Street and from an easement over 417 and 419 Spruce Street. Surrounding land uses are largely commercial with low density residential east along Spruce Street.

##### Site Statistics:

- Current Land Use: Commercial
- Frontage: 60.9 metres (200 feet)
- Depth: 52.9 metres (174 feet)
- Area: 3,218.52 square metres (34,644 square feet)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

##### Surrounding Land Uses:

- North: Commercial
- East: Commercial and Low Density Residential
- South: Commercial
- West: Commercial

##### Existing Planning Information:

- The London Plan Place Type: Urban Corridor Place Type
- Existing Special Policies: Dundas Street Transitional Specific Segment
- Existing Zoning: Associated Shopping Area Commercial (ASA1/ASA4) Zone

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



Figure 1 – Aerial Photo of 1560 Dundas Street and surrounding lands



Figure 2 – Streetview of 1560 Dundas Street (view looking north)

## 2.0 Discussion and Considerations

### 2.1 Proposal

The proposal seeks to add the Associated Shopping Area (ASA3) Zone variation to the existing compound Associated Shopping Area Commercial (ASA1/ASA4) Zone that applies to the site, allowing for an expanded range of complementary employment and commercial uses. No new development or changes to the site are proposed.

The proposed development includes the following features:

- Land use: Commercial
- Form: Multi-unit plaza
- Height: 1 storey (9 metres)
- Gross floor area: 1,926 square metres
- Building coverage: 59.8%
- Parking spaces: 22 surface
- Landscape open space: 4%

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

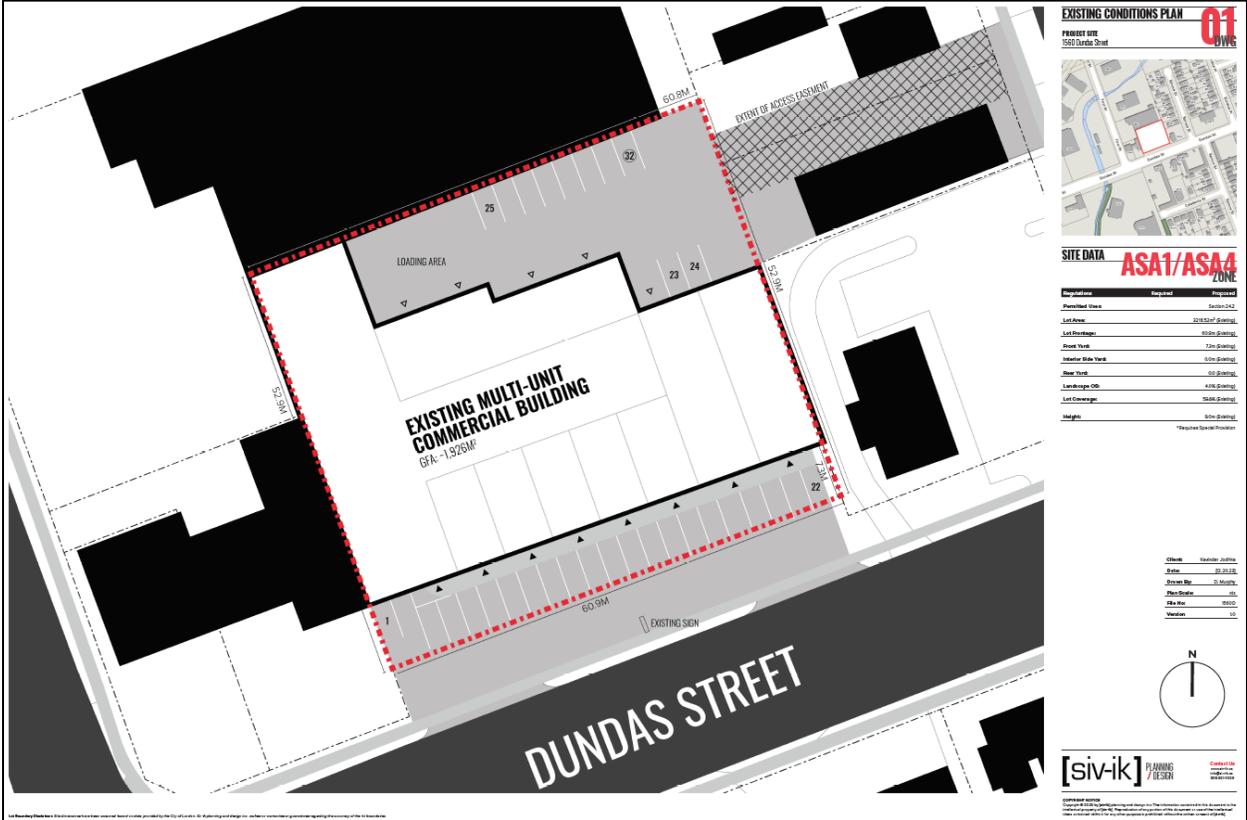


Figure 3 – Existing Conditions Plan (March 2024)

## 2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Associated Shopping Area Commercial (ASA1/ASA4) Zone to an Associated Shopping Area Commercial Special Provision (ASA1(\_)/ASA3(\_)/ASA4(\_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant to recognize the existing site conditions.

Regulation (AS1/ASA3/ASA4)	Required	Proposed
Landscaped Open Space (Minimum)	15%	4% (existing)
Lot Coverage (Maximum)	30%	59.8% (existing)
West Interior Side Yard Depth (Minimum)	3.0 metres	0.0 metres (existing)
Rear Yard Depth (Minimum)	3.0 metres	0.0 metres (existing)
Parking Area Setback	3.0 metres	0.0 metres (existing)
Parking	Tier 1: 1 per 20 m <sup>2</sup> Tier 2: 1 per 30 m <sup>2</sup> Tier 3: 1 per 50 m <sup>2</sup> Tier 4: 1 per 100 m <sup>2</sup>	No additional parking spaces are required for conversions and/or changes of use within the existing floor area provided that the number of parking spaces which existed on the effective date of this By-law shall continue to be provided and maintained. Where an addition to, or expansion of, the existing building is proposed the parking requirements of Z.-1 shall only apply to the increased gross floor area.

## 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.

No issues were identified by staff and agencies.

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

## 2.4 Public Engagement

On March 1, 2024, Notice of Application was sent to 74 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 March 14, 2024. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

## 2.5 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

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

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

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

### ***The London Plan, 2016***

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

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

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

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1 Land Use**

The subject lands are in the Urban Corridor Place Type of The London Plan, which contemplates a range of residential, retail, service, office, cultural, recreational, and institutional uses (TLP 837\_1).

The site is also in the Dundas Street Transitional Specific Segment. The intent of the Transitional Segment is to recognize the current development pattern along certain segments of the Corridor Place Types and to maintain, at a minimum, the existing intensity, while supporting the movement toward more intense forms and uses of land as permitted under the Rapid Transit and Urban Corridor Place Types (TLP 854). The permitted uses of the Rapid Transit and Urban Corridors Place Type apply and in addition, large-scale retail and service uses may be permitted (TLP 856).

Staff are satisfied the uses permitted in the proposed Associated Shopping Area Commercial (ASA3) Zone variation are contemplated in the Urban Corridor Place Type in The London Plan (TLP 837\_1 and 856).

### **4.2 Intensity**

In the Urban Corridor Place Type, a minimum height of 2 storeys or 8 metres is contemplated (TLP Table 9). Further, policy 791 states that "*Zoning on individual sites may not allow for the full range of heights permitted within a Place Type. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.*" Although the existing building is only one-storey, the metric measurement is 9.0 metres in keeping with the policies of The Plan.

In the Transitional Segment, office uses are limited to 2,000 square metres per building (TLP 857\_2). The requested Associated Shopping Area Commercial (ASA3) Zone variation limits the maximum gross floor area for all office uses to 2,000 square metres.

As the existing building height is 9.0 metres and the requested ASA3 Zone limits office uses to 2,000 square metres, staff are satisfied the recommended amendment is in conformity with the Intensity policies of the Urban Corridor Place Type.

#### **4.3 Form**

No additional development or site alterations are contemplated as part of this application. Special provisions are recommended to recognize existing site conditions. As such, staff are satisfied the recommended amendment is in conformity with the Form policies of the Urban Corridor Place Type.

### **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Associated Shopping Area Commercial (ASA1/ASA4) Zone to an Associated Shopping Area Special Provision (ASA1(\_)/ASA3(\_)/ASA4(\_)) Zone. Special provisions are requested to recognize existing site conditions for landscaped open space, lot coverage, interior side yard depth, rear yard depth, parking area setback, and parking.

Staff are recommending approval of the requested Zoning By-law amendment. The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a broader range of uses within the existing building.

**Prepared by:** Catherine Maton, MCIP, RPP  
Senior Planner, Planning Implementation

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

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

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

Copy:  
Britt O'Hagan, Manager, Current Development  
Mike Pease, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering

## Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1560  
Dundas Street

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 1560 Dundas Street, as shown on the attached map comprising part of Key Map No. A108, **FROM** an Associated Shopping Area Commercial (ASA1/ASA4) Zone **TO** an Associated Shopping Area Commercial Special Provision (ASA1(\_)/ASA3(\_)/ASA4(\_)) Zone.
2. Section Number 24.4.a) of the Associated Shopping Area Commercial (ASA1) Zone is amended by adding the following Special Provisions:

ASA1( ) 1560 Dundas Street

a. Regulations

1. West Interior Side Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
2. Rear Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
3. Landscaped Open Space (Minimum) – As existing on the date of the passing of this by-law (4%)
4. Lot Coverage (Maximum) – As existing on the date of the passing of this by-law (59.8%)
5. Parking Area Setback (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
6. Notwithstanding section 4.19, no additional parking spaces are required for conversions and/or changes of use within the existing floor area, provided that the number of parking spaces which existed on the date of the passing of this by-law shall continue to be provided and maintained. Where an addition or expansion of the existing building is proposed, the parking requirements of Zoning By-law Z.-1 shall only apply to the increased gross floor area.

3. Section Number 24.4.c) of the Associated Shopping Area Commercial (ASA3) Zone is amended by adding the following Special Provisions:

ASA3( ) 1560 Dundas Street

a. Regulations

1. West Interior Side Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
2. Rear Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
3. Landscaped Open Space (Minimum) – As existing on the date of the passing of this by-law (4%)
4. Lot Coverage (Maximum) – As existing on the date of the passing of this by-law (59.8%)

5. Parking Area Setback (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
  6. Notwithstanding section 4.19, no additional parking spaces are required for conversions and/or changes of use within the existing floor area, provided that the number of parking spaces which existed on the date of the passing of this by-law shall continue to be provided and maintained. Where an addition or expansion of the existing building is proposed, the parking requirements of Zoning By-law Z.-1 shall only apply to the increased gross floor area.
4. Section Number 24.4.d) of the Associated Shopping Area Commercial (ASA4) Zone is amended by adding the following Special Provisions:

ASA4( ) 1560 Dundas Street

a. Regulations

1. West Interior Side Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
  2. Rear Yard Depth (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
  3. Landscaped Open Space (Minimum) – As existing on the date of the passing of this by-law (4%)
  4. Lot Coverage (Maximum) – As existing on the date of the passing of this by-law (59.8%)
  5. Parking Area Setback (Minimum) – As existing on the date of the passing of this by-law (0.0 metres)
  6. Notwithstanding section 4.19, no additional parking spaces are required for conversions and/or changes of use within the existing floor area, provided that the number of parking spaces which existed on the date of the passing of this by-law shall continue to be provided and maintained. Where an addition or expansion of the existing building is proposed, the parking requirements of Zoning By-law Z.-1 shall only apply to the increased gross floor area.
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

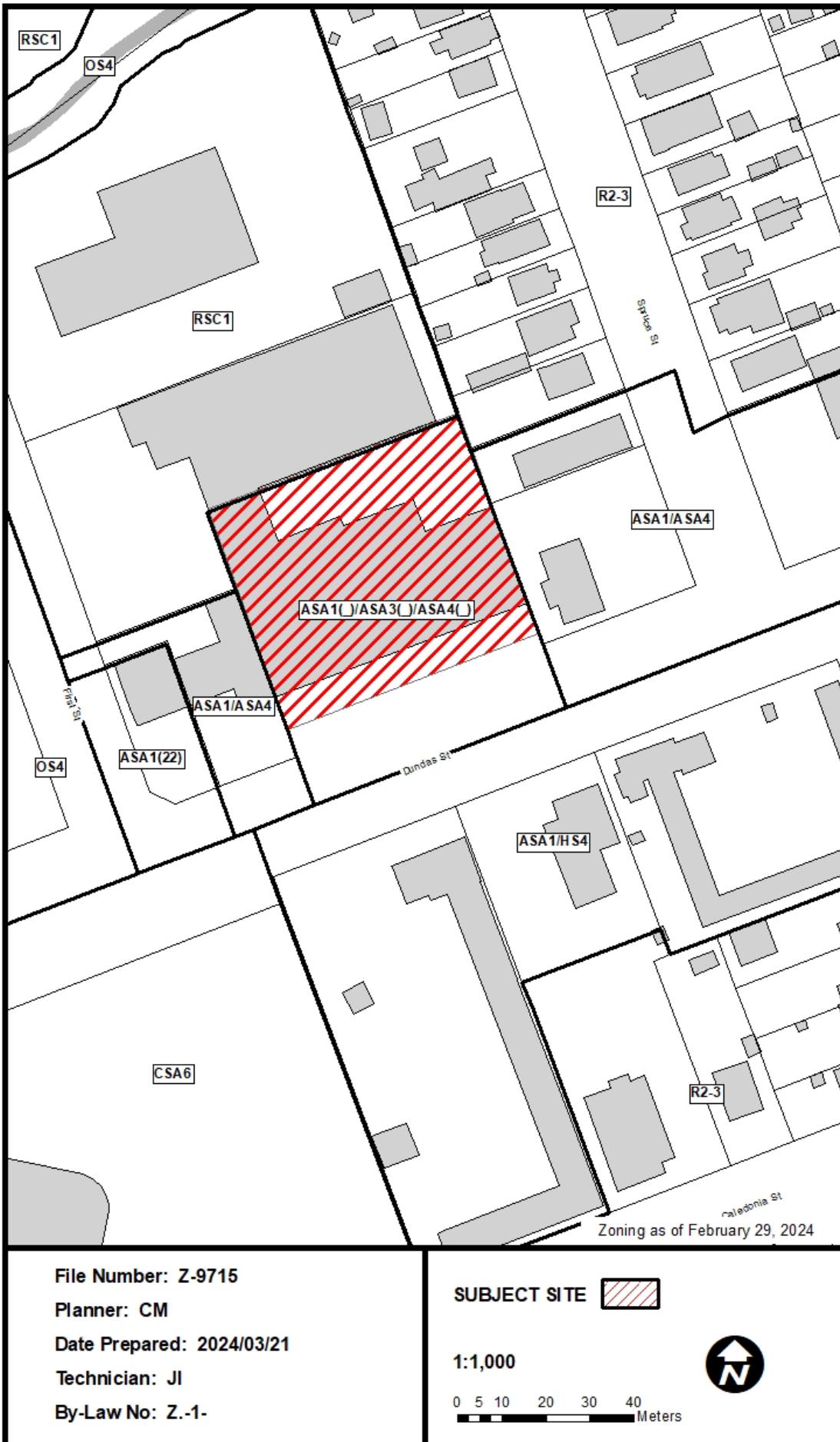
Josh Morgan  
Mayor

Michael Schulthess

City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

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



File Number: Z-9715  
Planner: CM  
Date Prepared: 2024/03/21  
Technician: JI  
By-Law No: Z.-1-

Geotitles

## Appendix B – Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Commercial
Frontage	60.9 metres (200 feet)
Depth	52.9 metres (174 feet)
Area	3,218.52 square metres (34,644 square feet)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Commercial
East	Commercial and Low Density Residential
South	Commercial
West	Commercial

#### Proximity to Nearest Amenities

Major Intersection	Dundas Street and First Street, 34.1 metres
Dedicated cycling infrastructure	Second Street, 295 metres
London Transit stop	Dundas Street, 25 metres
Public open space	Kiwanis Park, 800 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Urban Corridor Place Type
Current Special Policies	Dundas Street Transitional Specific Segment
Current Zoning	Associated Shopping Area Commercial (ASA1/ASA4) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Associated Shopping Area Commercial Special Provision (ASA1( )/ASA3( )/ASA4( )) Zone

#### Requested Special Provisions

Regulation (AS1/ASA3/ASA4)	Required	Proposed
Landscaped Open Space (Minimum)	15%	4% (existing)
Lot Coverage (Maximum)	30%	59.8% (existing)
West Interior Side Yard Depth (Minimum)	3.0 metres	0.0 metres (existing)
Rear Yard Depth (Minimum)	3.0 metres	0.0 metres (existing)
Parking Area Setback	3.0 metres	0.0 metres (existing)
Parking	Tier 1: 1 per 20 m <sup>2</sup> Tier 2: 1 per 30 m <sup>2</sup> Tier 3: 1 per 50 m <sup>2</sup> Tier 4: 1 per 100 m <sup>2</sup>	No additional parking spaces are required for conversions and/or changes of use within the existing floor area provided that the number of parking spaces which existed on

Regulation (AS1/ASA3/ASA4)	Required	Proposed
		the effective date of this By-law shall continue to be provided and maintained. Where an addition to, or expansion of, the existing building is proposed the parking requirements of Z.-1 shall only apply to the increased gross floor area.

## Appendix C – Internal and Agency Comments

### Site Plan – March 4, 2024

No comments.

### Heritage – March 6, 2024

This is to confirm that there are no archaeological concerns with this application, as the application is a change in use that will not result in soil disturbance.

### Landscape Architecture – March 6, 2024

I do not have any comments to provide on the ZBA for 1560 Dundas St.

### UTRCA – March 8, 2024

The UTRCA has no objections and/or Section 28 Permit Requirements for application Z-9715 - 1560 Dundas Street.

### Urban Design – March 13, 2024

The subject site is located within the Transitional Segment of the Urban Corridors Place Type. Urban Design recognizes the transitional basis of this proposal, without precluding the future redevelopment of this property and is generally supportive of the proposed Zoning By-law Amendment for additional uses. Refer to The London Plan (TLP) 853\_1, 855.

### Parks Planning and Open Space Design – March 14, 2024

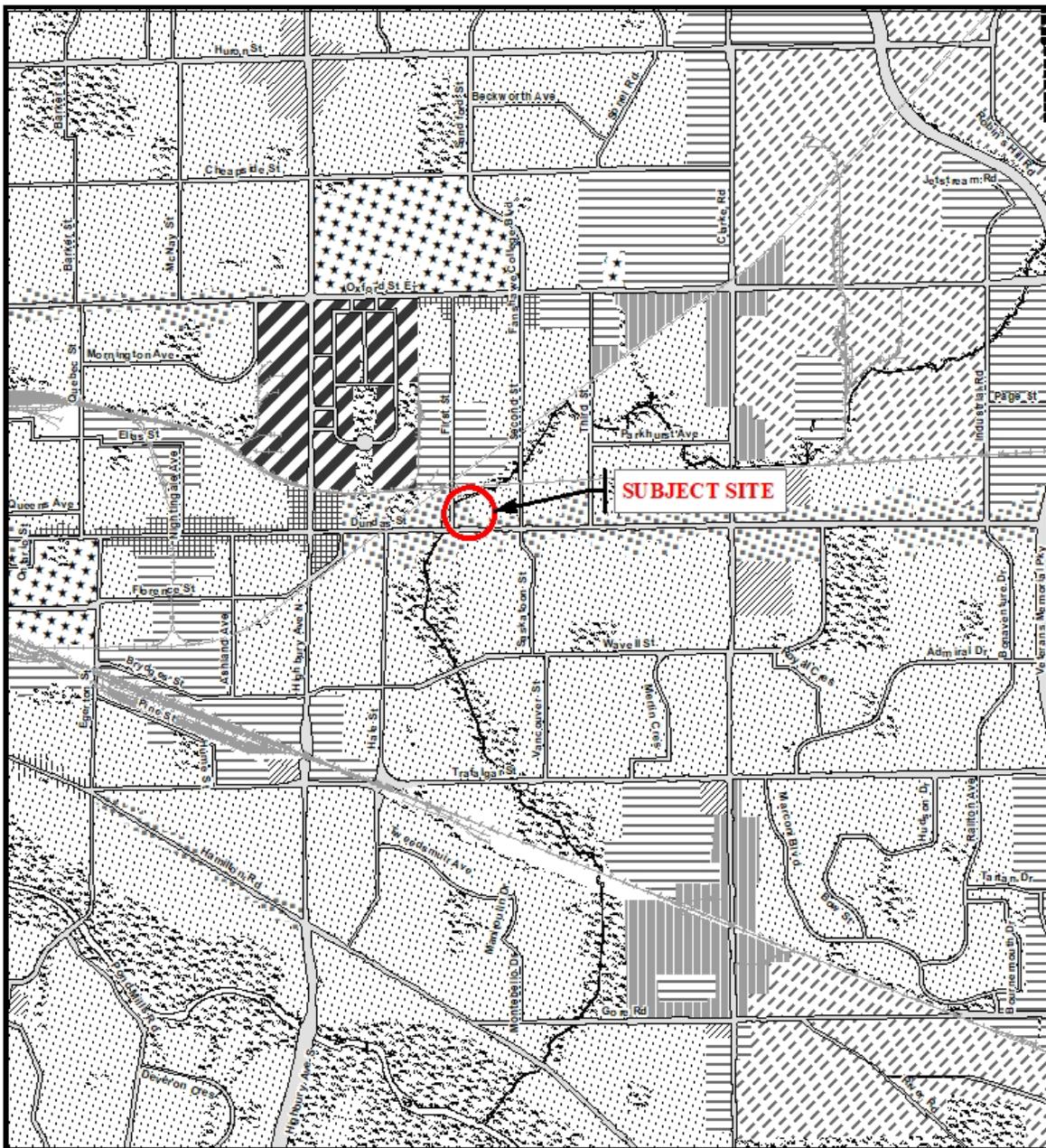
No comments.

### Engineering – March 20, 2024

Engineering has **no further comments** to this application. There are no expansion, enlargement or significant exterior modifications are taking place on the subject lands.

The proposal is the addition of ASA3 zoning to the subject lands. Any future developments on these lands will need to be reviewed through a Pre-Application Consultation, OPA & ZBA prior to any rezoning being granted and subject to further review and comments through the appropriate process.

# Appendix D – Relevant Background



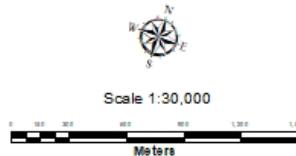
### Legend

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

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

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

PREPARED BY: Planning & Development



**File Number:** OZ-9517  
**Planner:** CM  
**Technician:** JI  
**Date:** 2024/03/21

Project Location: \\file1\gis\work\Planning\Projects\p\_officialplan\work\consolid00\excerpts\_LondonPlan\mxd\Z-9715\_Map1\_PlaceTypes.mxd



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: A SA1/ASA4**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9715

CM

MAP PREPARED:

2024/03/21

JJ

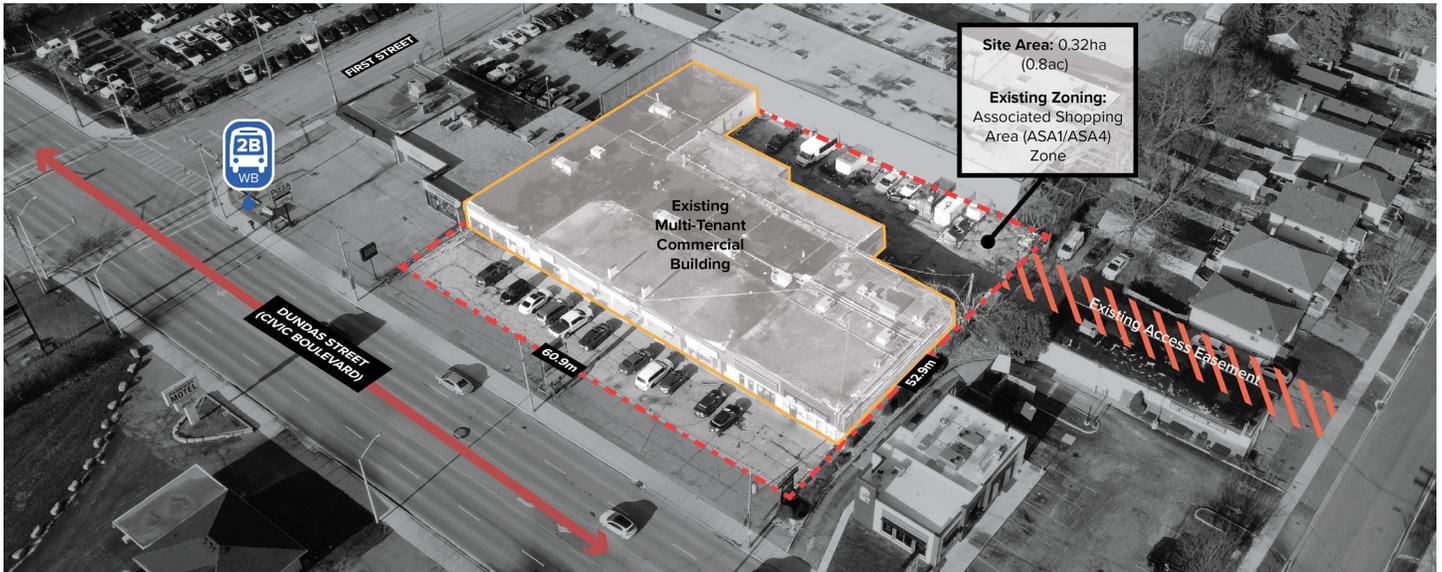
1:1,200

0 5 10 20 30 40 Meters

# 1560 DUNDAS STREET PROJECT SUMMARY

Owner: London Plaza Inc. | Agent: Siv-ik Planning & Design Inc

## Site At-A-Glance



## Proposal

To add the Associated Shopping Area (ASA3) Zone category to the existing compound ASA1/ASA4 zone to allow for a broader range of employment and commercial uses. The proposed Zoning By-law Amendment also includes a special provision for on-site parking, providing flexibility for both current and future uses within the existing building. The proposed additional ASA3 zone category maintains the same set of standards as the existing ASA1/ASA4 zone (i.e., setbacks, coverage, height, etc.) that will guide any future modifications to the site or building, though this proposal is not intended to facilitate any expansion or enlargement of the existing building.

### Existing Permitted Uses (ASA1/ASA4)

- Animal hospitals
- Assembly Halls
- Commercial recreation establishments
- Convenience services establishments
- Convenience stores
- Dry cleaning
- Duplicating Shops
- Financial institutions
- Funeral homes
- Grocery stores
- Restaurants
- Retail stores
- Personal service establishments
- Pharmacies
- Printing establishments
- Private clubs
- Schools
- Video rental establishments
- Brewing on premises establishment

### Proposed Additional Permitted Uses (ASA3)

- Clinics
- Day care centres
- Laboratories
- Medical/dental offices
- Offices, professional
- Offices, service

## 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:** Bluestone Properties Inc. (c/o Zelinka Priamo Ltd.)  
4023-4500 Meadowbrook Drive & 169-207 Exeter Road  
File Number: OZ-9706, Ward 12  
Public Participation Meeting

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Bluestone Properties Inc. (c/o Zelinka Priamo Ltd. relating to the property located at 4023-4500 Meadowbrook Drive & 169-207 Exeter Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024, to amend the Southwest Area Secondary Plan (SWAP), forming part of the Official Plan, by **ADDING** a site-specific policy to the Transitional Industrial and Medium Density Residential policies in the South Longwoods neighbourhood;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, FROM holding Light Industrial (h-17\*LI1/LI2/LI3/LI4/LI7) Zones TO Light Industrial Special Provision (LI1/LI2/LI3/LI4(\_)/LI7 Zones;
- (c) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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

- i) The recommended amendments are consistent with the Provincial Policy Statement, 2020;
- ii) The recommended amendments conform to the policies of The London Plan, including but not limited to the Key Directions and Transitional Industrial Designation in the Southwest Area Secondary Plan (SWAP).
- iii) The recommended amendments would facilitate the continued use of the existing building stock with a range of potential uses that are appropriate for the context of the site and surrounding area.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Southwest Area Secondary Plan, to add a Specific Policy Area to the Transitional Industrial and Medium Density Residential designation to permit additional commercial and office uses on the subject lands. The applicant has requested an amendment to the Zoning By-law Z.-1 to add a site-specific Light Industrial Special Provision (LI4(\_)) Zone to permit a range of commercial and office type uses.

## Purpose and Effect of Recommended Action

The recommended action will permit additional commercial, and office uses on the subject lands within the existing building stock. Staff are recommending approval of the requested Official Plan and Zoning by-law amendments with special provisions that will provide relief from Section 40.3.4(a) which requires uses outlined in the section to have access from an arterial or primary collector road.

## 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:

1. **Strategic Plan Area of Focus: Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

None.

#### 1.2 Planning History

A.073/03 – A minor variance application

A.060/05 – A minor variance application

#### 1.3 Property Description and Location

4023-4500 Meadowbrook Drive and 169-207 Exeter Road are located between Exeter Road and Blakie Road, on either side of Meadowbrook Drive. The subject lands measure 19.6 hectares and are comprised of four parcels, each containing several buildings with a variety of uses, including commercial and light industrial uses, restaurants, support offices, and professional offices. There are multiple vehicular entrances to the subject lands from Exeter Road and Blakie Road. An internal private road network accommodates vehicular movement to individual units, where parking is provided in front of each unit.

The subject lands are located within an area undergoing a transition from historically light industrial uses to primarily residential uses as the broader area begins to develop on full municipal services. Public transportation travelling east-west is available on Exeter Road (Route #28: White Oaks Mall – Lambeth). Exeter Road and Meadowbrook Drive developed when the area was primarily industrial uses and do not have pedestrian sidewalks. Blakie Road has been recently redeveloped and does provide pedestrian sidewalks on both sides of the road.

#### Site Statistics:

- Current Land Use: mixed use – Industrial, Commercial, Office
- Frontage: 502 metres (Exeter Road)
- Depth: 349 metres
- Area: 19.6 hectares
- Shape: irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

#### Surrounding Land Uses:

- North: Future Residential Development
- East: Vacant Industrial Land

- South: Warehousing/Industrial
- West: Industrial uses

**Existing Planning Information:**

- The London Plan Place Type: Neighbourhoods Place Type
- Existing Special Policies: Transitional Industrial/ Medium Density Residential - Southwest Area Secondary Plan
- Existing Zoning: h-17\*L11/LI2/LI3/LI4/LI7

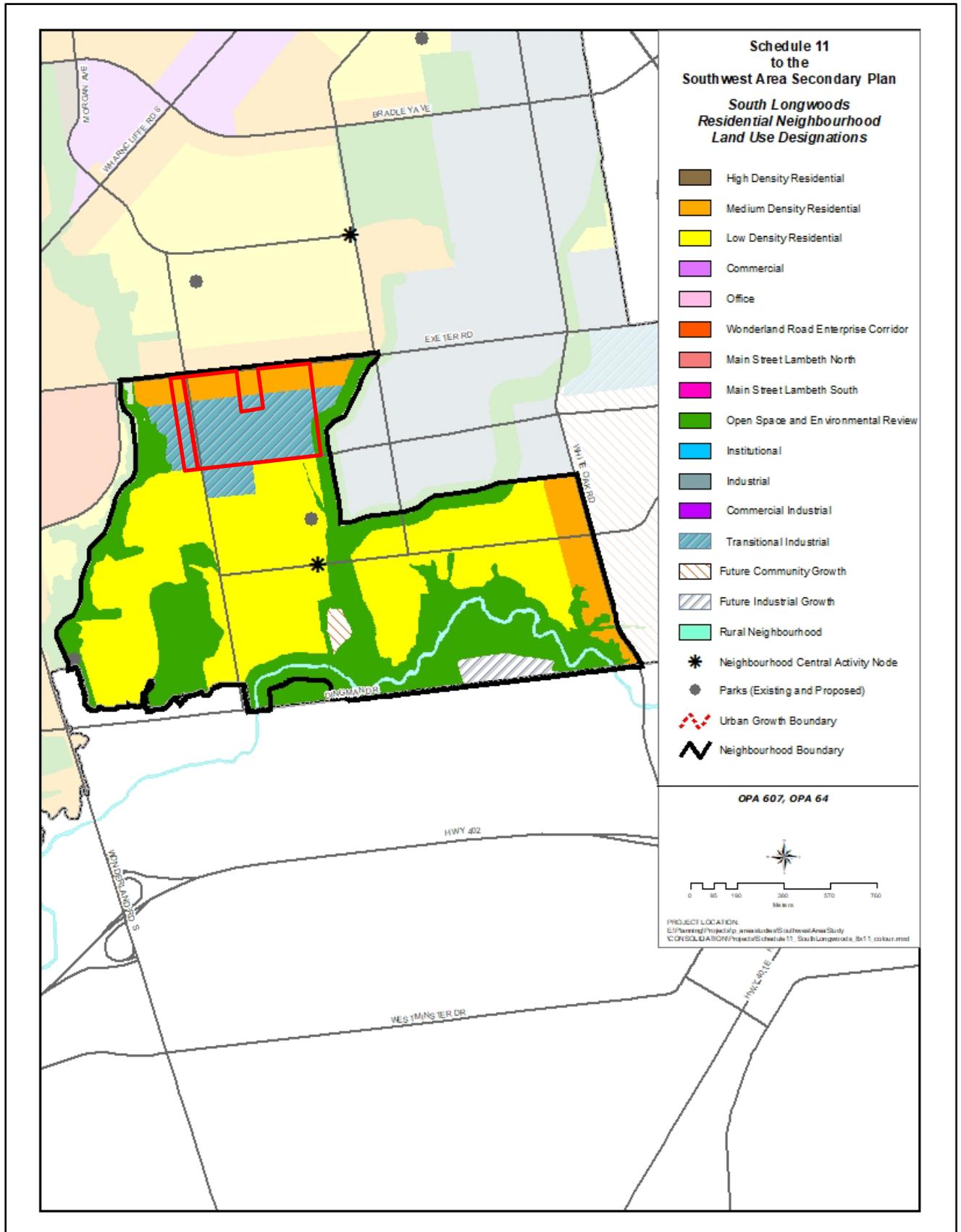
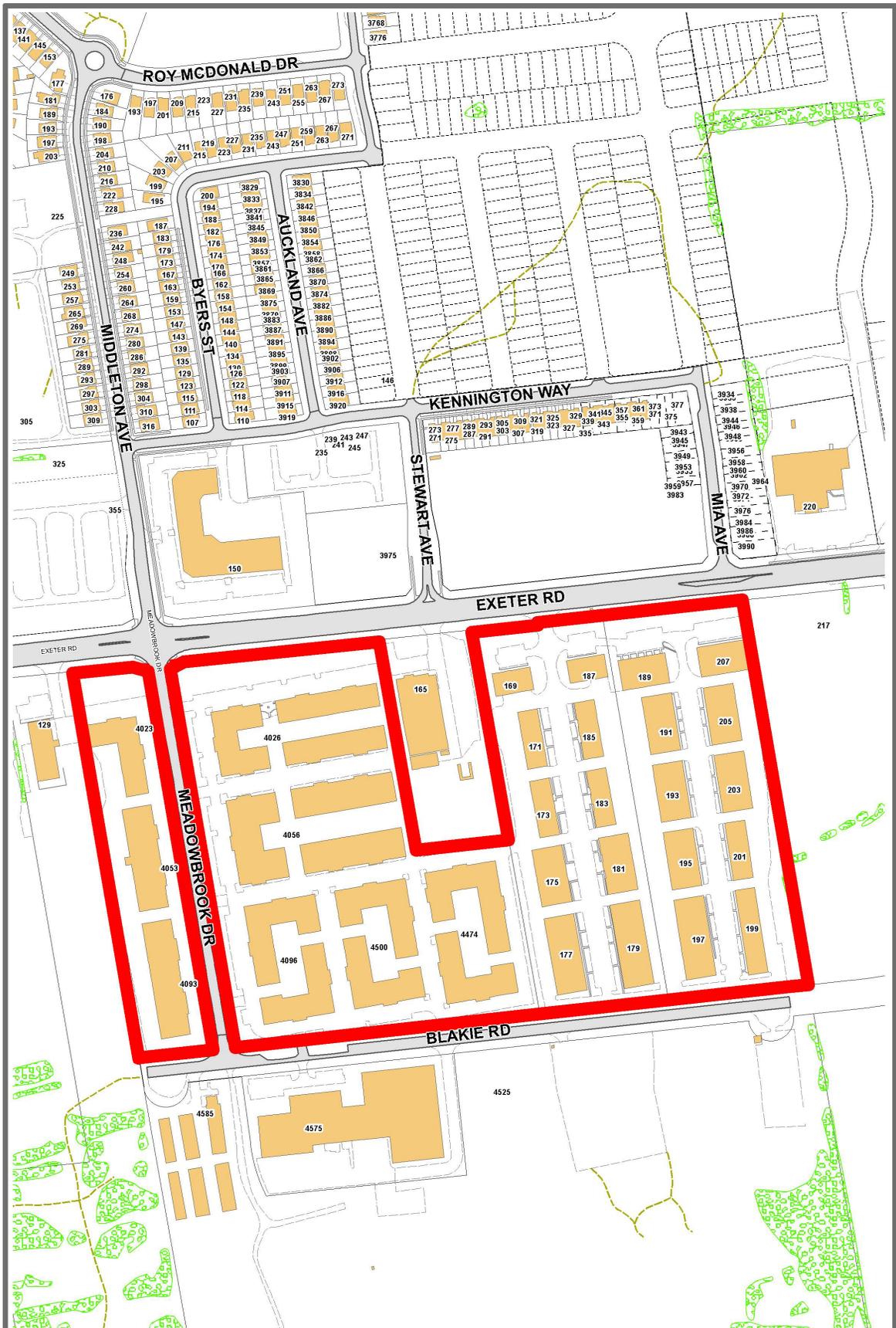


Figure 1 – Southwest Area Secondary Plan: The subject lands are designated Medium Density Residential and Transitional Industrial.



**LOCATION MAP**

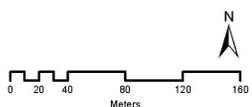
Address: 4023-4500 Meadowbrook Drive & 169-207 Exeter Road

File Number: OZ-9706

Planner: Brent House

Date: 2024/03/27

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



Scale 1:4000

**Legend**

-  Subject Site
-  Buildings
-  Assessment Parcels
-  Driveways/Parking Lots

Figure 2- Aerial Photo of 4023-4500 Meadowbrook Drive & 169-207 Exeter Road and surrounding lands



Figure 3 - Streetview of 4023-4500 Meadowbrook Drive & 169-207 Exeter Road (view looking South)

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

## 2.0 Discussion and Considerations

### 2.1 Proposal

The applicant is proposing to expand the range of permitted office and commercial uses on the subject site, within the existing buildings. It should be noted that no additional development is proposed for this Official Plan and Zoning By-law amendment application.

### 2.2 Requested Amendment(s)

An Official Plan Amendment (“OPA”) has been requested to amend the Southwest Area Secondary Plan (“SWAP”) to add a Special Policy Area within the “*Medium Density Residential*” and “*Transitional Industrial*” designations to permit additional commercial and office type uses. Additionally, a Zoning By-law Amendment (“ZBA”) has been requested to rezone the subject lands to include a site-specific “*Light Industrial (LI4(\_))*” zone in addition to the existing zoning permissions.

The applicant has requested to add a Light Industrial Special Provision (LI4(\_)) Zone to the existing three distinct Light Industrial combination zones (h-17\*LI1/LI4/LI7); (h-17\*LI1/LI2/LI3/LI7); and (h-17\*LI1/LI7) on the property. The h-17 holding provision is also being removed.

### 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. There were no concerns with the addition of the commercial/office uses on the subject lands.

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

### 2.4 Public Engagement

On February 6, 2024, Notice of Application was sent to 15 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 zero responses received during the public consultation period.

### 2.5 Policy Context

#### ***The Planning Act and the Provincial Policy Statement, 2020***

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

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

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that the site context and existing development is sufficiently unique to not establish a precedent. The occupancy of the existing buildings with transitional uses represents good planning. All the above conditions have been met and establishing a Specific Area Policy on the subject lands is appropriate.

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

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

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

### ***Southwest Area Secondary Plan***

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning Bylaw amendment is consistent with it. The subject lands are designated Medium Density Residential and Transitional Industrial pursuant to Schedule 11 (South Longwoods Residential Neighbourhood Land Use Designations) of the *SWAP*.

## **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures associated with this application.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

Section 1.3.1 of the PPS encourages planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs, and by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The proposed commercial and office uses on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)*. The subject site is located within the “Neighbourhoods” Place Type, fronting a Civic Boulevard in The London Plan. However, the site is also located within the Southwest Area Secondary Plan (SWAP). Policy 1558\_ of The London Plan outlines the status of Secondary Plans that form part of The London Plan. The Policy states that where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.

The subject lands are designated Medium Density Residential and Transitional Industrial in the SWAP. The intent of the “Medium Density Residential” designation is to encourage a mix of housing types and forms at an intensity that is higher than more recent suburban neighbourhoods. The intent of the “Transitional Industrial” designation is to allow existing uses and properties to develop and evolve for Light Industrial uses, with the long-term intent to achieve a mix of residential uses, as permitted in the “Medium Density Residential” designation. Office uses are not permitted in the Medium Density Residential designation, therefore an amendment to the policies within the SWAP is required to accommodate the addition of uses within the current buildings. Staff are supportive of the proposed amendment as the Medium Density Residential designation on the subject lands already has Light Industrial zoning on it, including the proposed LI4 zone which permits more commercial type uses. Permitting office uses within the existing building stock will not detract from the future development of the lands to residential.

Policy 10.3i) of the SWAP states that the Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to residential uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. This recognizes the change in market demand in this area away from light industrial uses. However, the Policy does not permit flexibility to allow more sensitive uses, such as office or commercial uses that are being requested through this amendment.

In this instance, the Meadowbrook Business Park consists of quality building stock and is an economically viable area of the City. The subject lands can reasonably incorporate further commercial, and office uses, while maintaining the opportunity to facilitate future residential redevelopment in the area. The range of proposed permitted uses will be compatible with both the existing light industrial uses, and future residential uses.

### 4.2 Intensity

The proposed additional uses can be considered less intense than the current range of light industrial uses permitted on the site and are intended to utilize the existing building stock with no new development proposed as part of this amendment. The proposed expanded range of uses will efficiently utilize land and municipal infrastructure within a settlement area to enhance the existing commercial business park.

Since the proposed additional uses would be taking advantage of the existing building stock and no new construction is proposed, Staff are satisfied that the specific area policy to permit the additional uses within the existing building stock is appropriate.

### 4.3 Form

The proposed increase in permitted uses on the subject lands is consistent with the policies outlined in Provincial Policy Statement (PPS) and does not detract from the policies outlined in the Transitional Industrial designation of the SWAP. The subject lands also provide an opportunity for the re-use of existing buildings, which minimizes land consumption and servicing to support growth, and the long-term needs of the public (PPS 1.1.3.4).

Form policies in The London Plan for the Neighbourhoods Place Type generally relate to residential development, however, outline that non-residential uses may be permitted only when it is demonstrated that the proposed built form can fit well within the context of the residential neighbourhood (The London Plan, Policy 936\_3). In this instance, the Meadowbrook Business District has remained compatible from a built form perspective and the additional range of uses proposed will not result in any changes to the built form on site.

The policies of the Southwest Area Plan outline that residential developments must conform to the built form and intensity policies of Section 10.1 of the plan. Industrial developments shall conform to the Urban Design Policies of SWAP and, setback and mitigation measures as per the Ministry of the Environment Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D Series Guidelines) shall apply (SWAP, 10.3.iii). As the built form is remaining the same and no new residential or industrial uses are being introduced to the site, Staff are satisfied that the proposed additional uses are more sensitive than those currently permitted and will permit a transition to residential uses when the lands can be redeveloped.

As set out in SWAP, the Urban Design Policies in Section 3.9 provide that all development shall be designed in a form that is to be compact, pedestrian-oriented and transit friendly (3.9.i a)). The proposed Special Policy would permit an adaptive reuse of existing buildings and would allow for the continued use of the building stock on the subject lands, without detracting from the future redevelopment of the lands to residential. Once the lands are in a position to redevelop for residential uses, a planning application will be required and would utilize Section 3.9 in SWAP to determine the form of the future development.

### 4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands to add a Light Industrial Special Provision (LI4(\_)) Zone in order to permit the requested commercial/office uses. As the subject lands have multiple zone boundaries, the LI4 Special Provision Zone will be added to each area, with the permitted uses outlined in the LI4 zone as well as the requested additional office uses. Currently the northern portion of the subject lands permit LI4 uses, and staff are satisfied that the proposed office uses will not detract from the existing permitted uses that support the Meadowbrook Business Park.

The applicant will require a special provision to exempt the subject lands from the Light Industrial policies outlined in the Zoning By-law relating to Section 40.4(a), which states that Secondary uses may not locate within 300 metres of any General Industrial (GI) Zone variation or any Heavy Industrial (HI) Zone variation and are required to have access from an arterial or primary collector road. Staff have identified that the subject lands and associated secondary uses are not located within 300 metres from a GI or HI Zone variation, but the subject lands do not have direct access to an arterial or primary collector, being Exeter Road, but rather have access to the site from a Neighbourhood Connector (Meadowbrook Drive). Staff are satisfied the proposed uses are appropriate internal to the site given they are limited to the existing buildings and are transitional in nature. The subject lands also have frontage along an arterial road however access is provided via Meadowbrook Drive or Blakie Road. Rather than requiring the applicant to create new entrances off of Exeter Road for the secondary uses staff are satisfied that the existing entrances are more appropriate entrance to utilize the lands.

#### 4.5 Removal of Holding Provision

The subject lands currently have a holding provision h-17, which is intended to ensure adequate municipal services are available to service a site. As confirmed by Environment and Infrastructure, appropriate municipal water and sanitary services are now available, and the subject lands are now connected to these services. Staff are recommending through the application that the holding provision can be lifted relating to the additional uses on the subject lands. Any future intensification beyond the current zoning of 100ppl/ha will be subject to further review and comments through the appropriate review process.

### Conclusion

The applicant has requested an amendment to the Southwest Area Secondary Plan, as well as the Zoning By-law Z.-1 to add a new specific policy to the Medium Density Residential and Transitional Industrial policies in the South Longwoods neighbourhood and to rezone the property to add a site specific Light Industrial LI4( ) Zone to the subject lands. Staff are recommending approval of the requested Official Plan and Zoning Bylaw amendment with special provisions. The recommended action is consistent with the PPS 2020, conforms to The London Plan, the Southwest Area Secondary Plan and will permit additional commercial and office uses on the subject lands.

**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 – 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 4023-4500 Meadowbrook Drive and 169 -207 Exeter Road

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, being an amendment to the Southwest Area Secondary Plan, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

To add a policy to the Transitional Industrial and Medium Density Residential designation at 4023-4500 Meadowbrook Drive and 169-207 Exeter Road – of the Southwest Area Secondary Plan (SWAP).

**LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 4023-4500 Meadowbrook Drive and 169-207 Exeter Road in the City of London.

**B. BASIS OF THE AMENDMENT**

The site-specific amendment would allow for the repurposing of the existing building stock, to permit limited commercial and office uses, which do not adversely impact existing light industrial uses and provide transition to future residential uses.

**C. THE AMENDMENT**

The Southwest Area Plan, forming part of The London Plan, the Official Plan for the City of London is hereby amended as follows:

1. Add a policy to the Low and Medium Density Residential designation within the South Longwoods Residential Neighbourhood, as follows:

- iv) 4023-4500 Meadowbrook Drive and 169-207 Exeter Road

In the “*Medium Density Residential*” designation at 4023-4500 Meadowbrook Drive and 169-207 Exeter Road, limited commercial and office uses, which do not adversely impact existing light industrial uses, may be permitted.

2. Add a policy to the Transitional Industrial designation within the South Longwoods Residential Neighbourhood, as follows:

- iv) 4023-4500 Meadowbrook Drive and 169-207 Exeter Road

In the “*Transitional Industrial*” designation at 4023-4500 Meadowbrook Drive and 169-207 Exeter Road, limited commercial and office uses, which do not adversely impact existing light industrial uses, may be permitted.

## Appendix B – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 4023-4500 Meadowbrook Drive and 169-207 Exeter Road

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

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 4023-4500 Meadowbrook Drive and 169-207 Exeter Road as shown on the attached map comprising part of Key Map No. A.111 to **ADD** a site specific Light Industrial LI4( ) Zone to the existing zoning on the subject lands and remove the holding provision.
2. Section Number 40.4 of the Light Industrial (LI4) Zone is amended by adding the following Special Provisions:

LI4( ) 4023-4500 Meadowbrook Drive and 169-207 Exeter Road

1. Permitted Uses (within existing buildings)
  - i. All uses permitted in the LI4 zone;
  - ii. Office, Business;
  - iii. Office, Professional;
  - iv. Office, Service;
3. Section 40.3 (4) b) is amended by adding 4023-4500 Meadowbrook Drive and 169-207 Exeter Road to the list of properties to which Section 40.3 (4) a) does not apply, as follows:

Section 40.3 (4) a) does not apply to the properties located at 1920 and 1930 Blue Heron Drive, 1828 Blue Heron Drive, 1615 North Routledge Park, 1565 North Routledge Park, 1069 Clarke Road, 1030 Elias Street, 4023-4500 Meadowbrook Drive, and 169-207 Exeter Road.
4. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

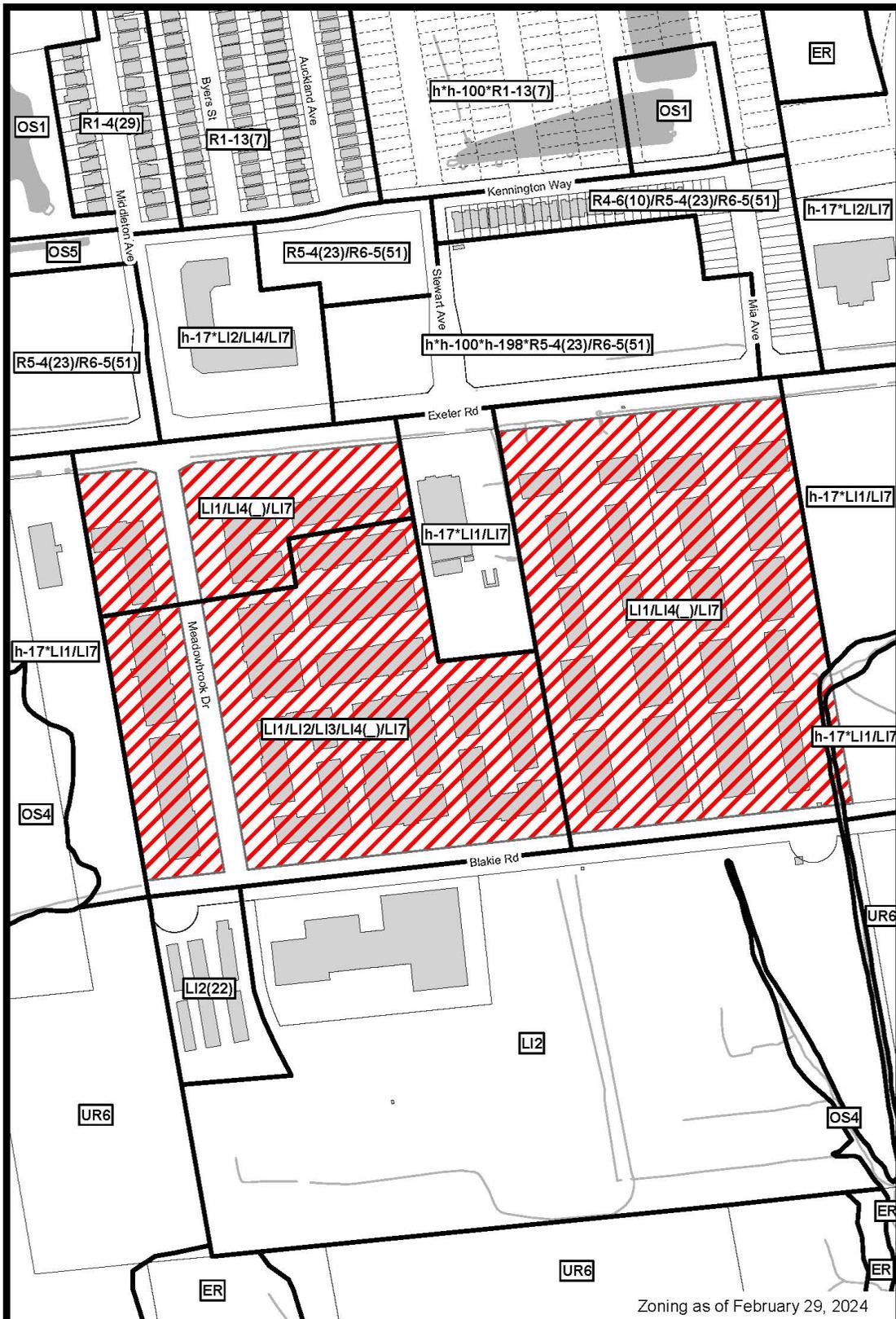
PASSED in Open Council on May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

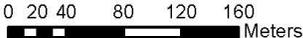
Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

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



Zoning as of February 29, 2024

<p>File Number: OZ-9706                  Planner: BH                  Date Prepared: 2024/03/27                  Technician: JI                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:4,000</p> <p> Meters</p> <p></p>
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Geodatabase

## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Industrial uses
Frontage	502 metres (Exeter Road)
Depth	349 metres
Area	19.6 Hectares
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Future Residential Development
East	Vacant Industrial Lands
South	Warehousing/Industrial Lands
West	Industrial Lands

#### Proximity to Nearest Amenities

Major Intersection	Exeter Road, Wonderland Road South (763 metres)
Dedicated cycling infrastructure	Wonderland Road South (763 metres)
London Transit stop	White Oak Road at Bradley NS NB #2899, 2.5 km

### B. Planning Information and Request

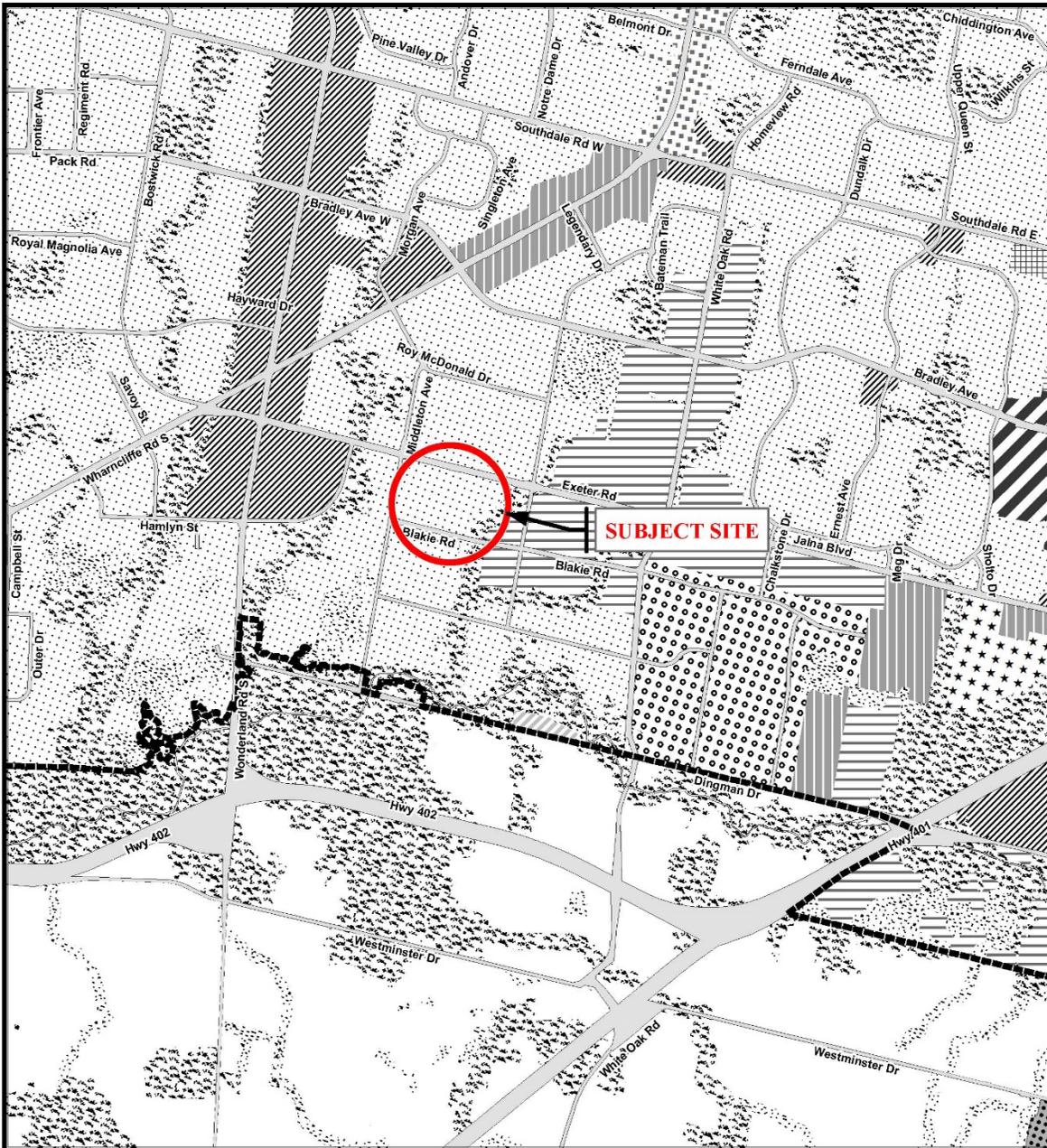
#### Current Planning Information

Current Place Type	Neighbourhoods Place Type
Current Special Policies	Southwest Area Secondary Plan (SWAP)
Current Zoning	Zone and variation only

#### Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type
Requested Special Policies	Amendment to SWAP
Requested Zoning	LI4( ) Zone

# Appendix C – Additional Plans and Drawings



### Legend

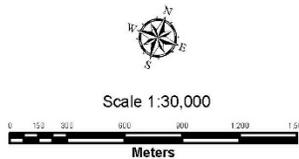
- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| 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



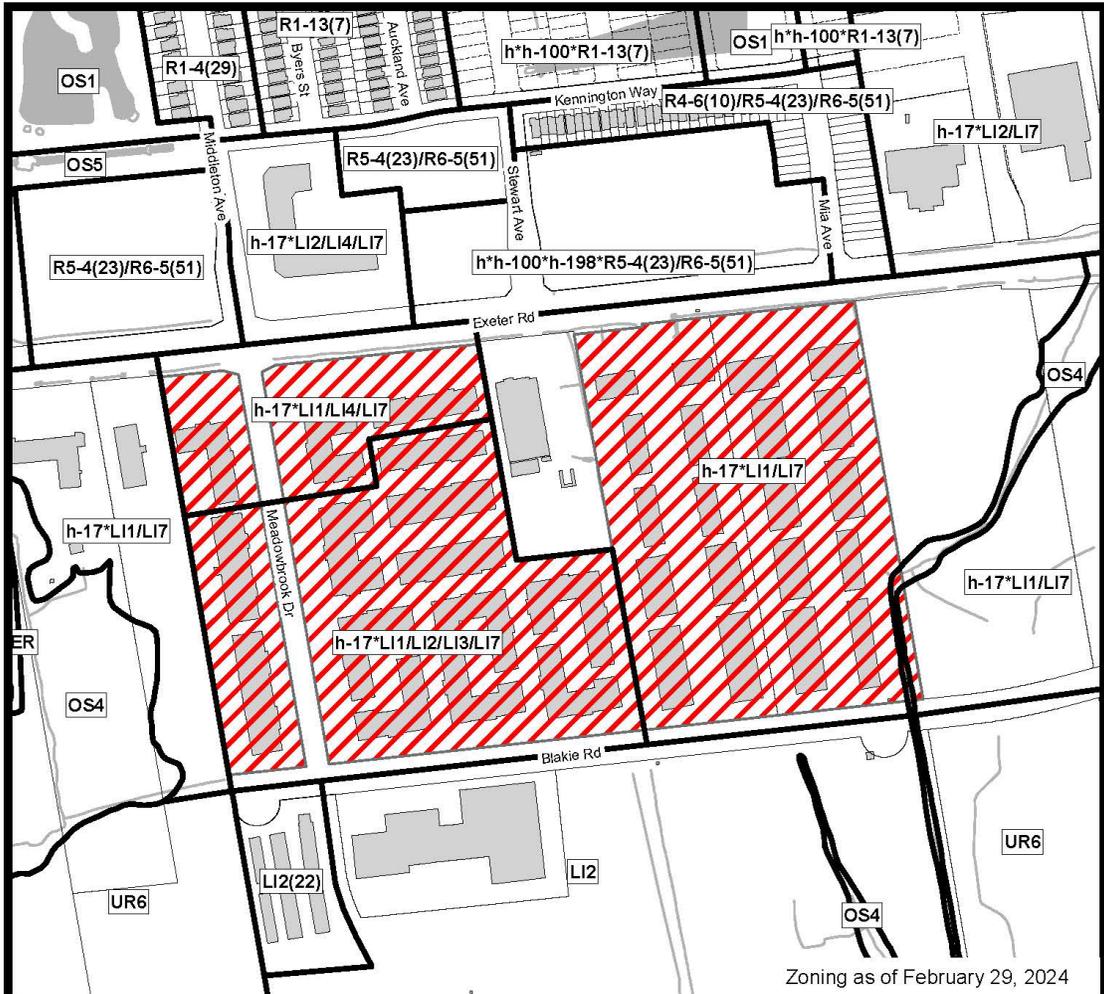
File Number: OZ-9706

Planner: BH

Technician: JI

Date: 2024/03/27

Project Location: \\file1\giswork\Planning\Projects\p\_officialplan\workconsol\00\excerpts\_LondonPlan\mxd\OZ-9706\_Map1\_PlaceTypes.mxd



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-17\*L11/LI4/LI7, h-17\*L11/LI2/LI3/LI7, h-17\*L11/LI7**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9706

BH

MAP PREPARED:

2024/03/27

Jl

1:5,000

0 25 50 100 150 200

Meters

## Appendix D – Internal and Agency Comments

### Heritage – Received February 28, 2024

- The current application is based on a change in use with no changes proposed to the property. As the proposal does not result in soil disturbance, an archaeological assessment is not required. However, the following clauses should be noted:
- Archaeological potential remains on the properties at 169 and 189 Exeter Road. Any future project that may require soil disturbance, may require archaeological assessment.
- It is an offence under Section 48 and 69 of the Ontario Heritage Act for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e., unknown, or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The Funerals, Burials and Cremation Services Act requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

### Ecology – Received March 13, 2024

#### 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 March 13, 2024

#### Zoning Application Comments

##### P&D Engineering

- Engineering has no further concerns with this application - Zoning approval is recommended.
- Existing h-17 holding provision may be removed at this stage.

##### Wastewater

- A small portion of the lands is contemplated as MD as per the London Plan with the remainder as transitional industrial. Subject lands are approximately 17.6ha in size (A5-A8 on DAP) allocated commercial density which is not to be exceeded for the entirety of the subject lands. SED is amicable to the special provision to permit professional and business offices as additional uses noting there is no residential uses permitted under the current zoning or as part of the suggested Special Provision and would require a future rezoning.

- Any future intensification beyond the current zoning of 100pp/ha will be subject to further review and comments through the appropriate review process’.

### **Matters for Site Plan**

#### Wastewater

- Sanitary servicing will need to be demonstrated at a site plan consultation stage as well as any proposed easements.

#### Stormwater

- None

#### Water

- None

#### Transportation

- None

### **UTRCA – Received February 12, 2024**

- The subject lands are regulated by the UTRCA due to the presence of a riverine flooding hazard. As there is no development being proposed, the UTRCA has no objections to the proposed applications. If a development concept is provided in future, the UTRCA will work with the applicant through the Site Plan process to implement specific development requirements to ensure development is done in a safe manner.
- We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading, or development.

### **Urban Design – Received February 12, 2024**

#### Matters for ZBA:

- As the applicant is not currently proposing any changes to the site or building design, Urban Design staff have no comments.

### **Parks Planning – Received March 14, 2024**

#### 1. Major Issues

- None.

#### 2. Matters for OPA/ZBA

- None.

#### 3. Matters for Site Plan

- Additional use to existing building, no comment.

### **Landscape Architecture – March 14, 2024**

- No Comments.

### **Site Plan – February 08, 2024**

- No Comments from Site Plan at this stage.

### **London Hydro – Received February 12, 2024**

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

expense of the owner.

## 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:** W3 Lambeth Farms Inc. (c/o Strik Baldinelli Moniz (SMB) Ltd.)  
6555 & 6595 Royal Magnolia Avenue  
File Number: OZ-9702, Ward 9  
Public Participation Meeting

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of W3 Lambeth Farms Inc. (c/o Strik Baldinelli Moniz (SMB) Ltd.) relating to the property located at 6555 & 6595 Royal Magnolia Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024, to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024, to amend the Southwest Area Secondary Plan (SWAP), by **ADDING** a new policy to the Specific Policies for the North Lambeth Residential Neighbourhood to the Southwest Areas Secondary Plan (SWAP);
- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting May 14, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone **TO** Residential R9 Special Provision (R9-7(\_)\*H24) Zone;
- (d) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Provide distinction between ground floor commercial and residential uses.
  - ii) Consider reducing the front yard depth (Royal Magnolia Avenue) to 6.0 metres to continue the established street wall.
  - iii) Consider incorporating the ramp to the underground parking garage into the design of the building and reducing the amount of the at-grade surface parking provided in favour of more landscaped amenity area.
  - iv) Enhanced tree planting.
- (e) pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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

- i. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and Specific Policy Areas, and the Neighbourhoods Place Type policies;
- iii. The recommended amendments conform to the Southwest Area Secondary Plan (SWAP), including but not limited to the North Lambeth Residential Neighbourhood policies; and
- iv. The recommended amendment would permit an appropriate form of development at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood; and

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Official Plan, The London Plan, to add a Specific Policy Area to the Neighbourhoods Place Type, and an amendment to the Southwest Area Secondary Plan (SWAP) to add a Specific Policy Area to the North Lambeth Residential Neighbourhood. The Specific Policy Areas are requested to permit two 6-storey mixed-use apartment buildings containing a total of **176 dwelling units**, with a maximum density of 165 units per hectare and ground floor commercial space.

The applicant has also requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone to a Residential R9 Special Provision (R9-7( )\*H24) Zone to implement the proposed specific policy.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Official Plan and Zoning By-law amendments with special provisions. The recommended action will facilitate the development of the proposed 6-storey mixed-used apartment buildings at a greater height and density and with additional non-residential uses on the ground floor.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
3. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Planning History

The subject lands are comprised of two lots created through a Plan of Subdivision (Plan 33M-821) in 2022. At the time of the Plan of Subdivision a Zoning By-law amendment application was also processed and approved by Council changing the zone to the

current Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone. As a result of the amendment the subject lands were permitted a 4-storey mixed-use development with a maximum density of 75 units per hectare along with a range of other uses.

## **1.2 Property Description and Location**

The subject lands, municipally known as 6555 & 6595 Royal Magnolia Avenue, are located in the North Lambeth Planning District, at the intersections of Royal Magnolia Avenue, Campbell Street North, Big Leaf Trail, and Heathwoods Avenue, and east of Colonel Talbot Road. The subject lands have a total area of 1.1 hectares (11,060 metres square), 134.5 metres of frontage on Royal Magnolia Avenue and a lot depth of 70 metres. The subject lands are currently vacant.

The surrounding area consists of a mix of current and future low to medium density residential uses, including single detached dwellings and townhouses. The subject lands are located in a developing neighbourhood that is not yet serviced by London Transit. Additionally, while sidewalks are proposed along all four streets bounding the subject lands, no sidewalks currently exist.

## **1.3 Site Statistics**

- Current Land Use: Future Residential
- Frontage: 134.5 metres (Royal Magnolia Avenue)
- Area: 1.1 hectares (11,060 metres square)
- Depth: 70 metres
- Shape: Regular (Rectangular)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

## **1.4 Surrounding Land Uses:**

- North: Urban Reserve
- East: Residential
- South: Residential
- West: Residential

## **1.5 Existing Planning Information:**

- The London Plan Place Type: Neighbourhoods at the intersection of two Neighbourhood Connectors and two Neighbourhood Streets.
- Existing Special Policies: Southwest Area Secondary Plan – North Lambeth Residential Neighbourhood: Medium Density Residential
- Existing Zoning: Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone.

Additional site information and context is provided in Appendix B.



Figure 1: Aerial photo of 6555 & 6595 Royal Magnolia Avenue.



Figure 2: Aerial photo of 6555 & 6595 Royal Magnolia Avenue and surrounding lands.

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

In January 2024, Planning and Development staff accepted a complete Official Plan and Zoning By-law amendment application to permit two 6-storey mixed-use apartment buildings containing a total of 176 dwelling units (88-units each), with a maximum height of 24.0 metres and maximum density of 165 units per hectare and ground floor commercial space. Vehicular access to the subject lands is proposed via two driveways onto Heathwoods Avenue. A total of 274 vehicle parking spaces (224 spaces in an underground parking garage and 50 at grade) and 229 bicycle parking spaces (202 long-term, 22 short-term and 5 for commercial uses) are provided. Pedestrian walkways are also proposed to connect the building to onsite amenities and to the surrounding public streets.

The conceptual site plan and renderings are shown below as Figures 3-6.

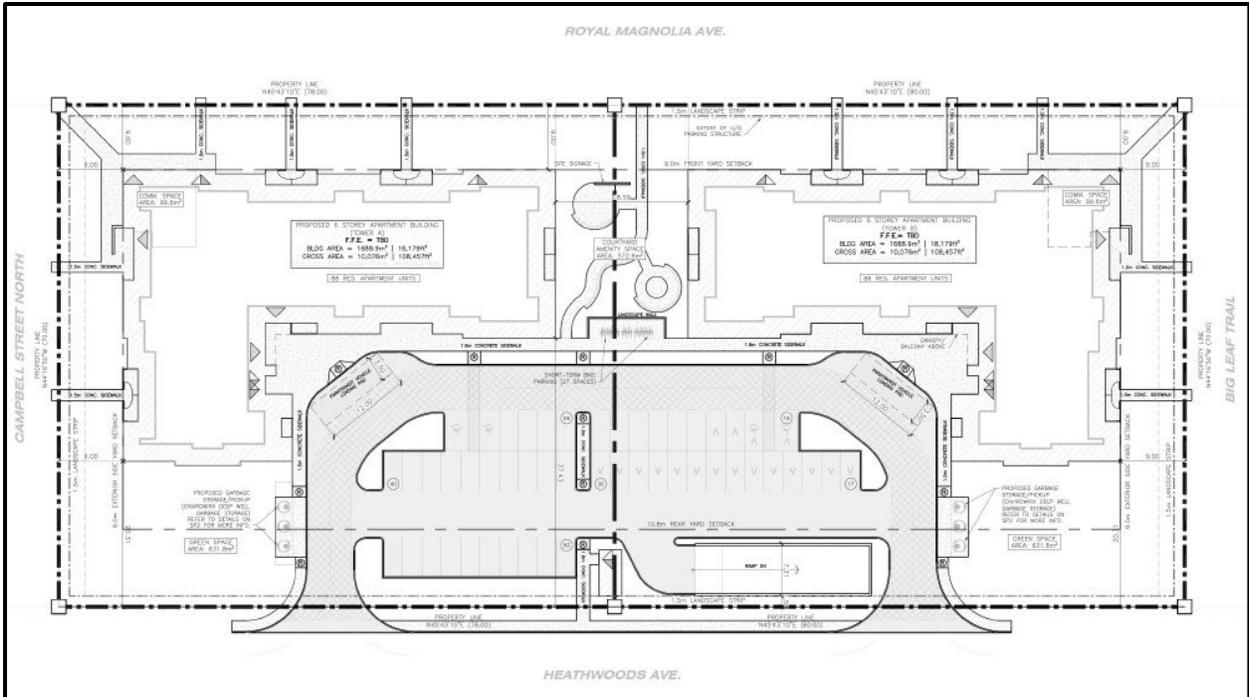


Figure 3: Conceptual Site Plan



Figure 4: Rendering (North Elevation)



Figure 5: Rendering (facing southwest from the intersection of Royal Magnolia Avenue and Campbell Street North)



Figure 6: Rendering (facing northeast from the intersection of Big Leaf Trail and Heathwoods Avenue)

The proposed development includes the following features:

- Land use: Residential
- Form: Mixed-Use Apartment Buildings
- Height: 6-storeys (24.0 metres)
- Residential units: 176-units
- Density: 165 units per hectare
- Lot coverage: 31%
- Landscape Open Space: 46%
- Parking spaces: 274 spaces (1.5 space/unit)

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

### 2.3 Requested Amendment

The applicant has requested an amendment to the Official Plan, The London Plan, to add a Specific Policy Area to the Neighbourhoods Place Type and to Map 7, and an amendment to the Southwest Area Secondary Plan (SWAP) to add a Specific Policy Area to the North Lambeth Residential Neighbourhood. The Specific Policy Areas are requested to permit the two 6-storey mixed-use apartment buildings containing a total of 176 dwelling units, with a maximum density of 165 units per hectare and ground floor commercial space.

The applicant has also requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone to a Residential R9 Special Provision (R9-7( )\*H24) Zone.

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

Regulation (R9-7( ))	Required	Proposed	Recommended
Additional Permitted Uses, restricted to the ground floor		Bake shop; Convenience service establishments; Convenience stores; Craft brewery; Day care centres; Dog or domestic cat grooming; Florist shops; Food stores;	As proposed.

Regulation (R9-7(_))	Required	Proposed	Recommended
		Live-work; Personal service establishments; Pharmacies; Restaurants, eat-in; Restaurants, take-out; Retail; Studios	
Front Lot Line	Campbell Street N	Royal Magnolia Avenue	As proposed.
Front and Exterior Side Yard Depth (minimum) (Royal Magnolia Drive, Campbell Street N & Big Leaf Trail)	6.0 metres, plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)		3.0 metres
Exterior Side Yard Depth (maximum) (Campbell Street N & Big Leaf Trail)			9.0 metres
Rear Yard Depth (maximum) (Heathwoods Avenue)	23.0 metres		19.0 metres
Density (maximum)	75 units per hectare	165 units per hectare	As proposed.
Height	Four (4) storeys	Six (6) storeys	24.0 (6-storeys)
Ground Flood Height (minimum)			4.0 metres
Ground floor commercial floor space (minimum)		200 square metres maximum	200 square metres
Drive-through facilities		Drive-through facilities shall not be permitted.	As proposed.
Parking Location			Parking and drive aisles shall not be permitted in the front and exterior side yards.

## 2.4 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- The following site layout and built form features have been acknowledged and should be carried forward:
  - Incorporating a street-oriented, mixed-use built form with underground parking.
  - Corner-responsive massing.
  - At-grade outdoor amenity space.
- The following additional site layout and built form features have been recommended:
  - The front yard setback be reduced to 6.0m to continue the established street wall provided along Royal Magnolia Avenue.

- Reducing the amount of the at-grade surface parking provided in favour of more landscaped amenity area.
- Incorporating the ramp to the underground parking garage into the design of the building.
- Providing a ground floor height of 4.0 metres for the provision of ground flood commercial uses.

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

## 2.5 Public Engagement

On January 26, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 133 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 8, 2024. A “Planning Application” sign was also placed on the site.

There were **three** 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.

Key issues identified by the public included concerns related to:

- Density and Height
- Requires an Official Plan Amendment
- Neighbourhood Character and Safety
- Construction Concerns

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

## 2.6 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

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

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 *Planning Act* and the *PPS* by promoting residential intensification in the form of mixed-use apartment buildings within the urban growth boundary and complete neighbourhood planning.

### ***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, Policies 1577-1579):

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

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

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

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

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that all the above conditions have been met.

### ***Southwest Area Secondary Plan***

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning Bylaw amendment is consistent with it. The subject lands are designated Medium Density Residential pursuant to Schedule 9 (North Lambeth Residential Neighbourhood) Land Use Designations) of the *SWAP*.

## **3.0 Financial Impact/Considerations**

### **3.1 Financial Impact**

There are no direct municipal financial expenditures with this application.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is a contemplated use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type of The London Plan. The proposed mixed-used apartment building aligns with the vision of the Neighbourhoods Place Type by contributing to a diversity and mix of different housing types, intensities, and forms (TLP, Policy 918\_2) which respect the existing neighbourhood character (TLP 918\_13). The proposed residential use also aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP, Policy 59\_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP, Policy 59\_5).

Additional permitted uses, restricted to the ground floor, are also being recommended as accessory to the apartment buildings to encourage a mixed-used built form. Non-residential uses will be directed to locations that are easily accessible and where they can help establish and enhance the character of a neighbourhood. Through the plan of subdivision process the subject lands were identified as an appropriate location for such uses and zoned to permit convenience commercial and neighbourhood facility uses, providing community benefits and connectivity. These recommendations are in keeping with The London Plan (TLP, Policy 925\_).

#### **Southwest Area Secondary Plan**

Within *SWAP*, the subject lands are located within the North Lambeth Residential Neighbourhood, designated Medium Density Residential, which permits a range of residential uses including low-rise residential apartment buildings as well as a limited range of non-residential uses (*SWAP* Schedule 9 – North Lambeth Residential Neighbourhood Land Use Designations). The subject lands are also identified as a Neighbourhood Central Activity Node which have a higher intensity of activity-generating uses than other parts of the neighbourhood, but are predominately pedestrian-scale, and in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions (3.3.ii). Staff are of the opinion that the proposed residential and accessory uses are in keeping with the *SWAP* and appropriate for the subject lands.

### 4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity does not conform with Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan which contemplates an upper maximum height of 4-storeys where a property intersects with two Neighbourhood Connectors. As such, the applicant has requested an Official Plan Amendment to add a Specific Policy Area to the Neighbourhoods Place Type and to Map 7 – Specific Policy Areas – of the Official Plan, which would permit the proposed 6-storey height. When zoning to the upper maximum height (or in this case when zoning beyond the upper maximum height) a development should include features required to mitigate the impacts of the additional height and densities whereby the increase in building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (TLP, Policies 1640\_, 1641\_).

The proposed residential intensity will facilitate an appropriate scale of development that is compatible within the existing and future neighbourhood character, directing the height and intensity toward the higher order street (TLP, Policy 918\_13). The apartment

buildings also include design features such as incorporating a street-oriented, mixed-use built form with underground parking, corner-responsive massing, and at-grade outdoor amenity space to mitigate for potential impacts of the additional height and encourage a pedestrian-scale environment at street level. Further, the mixed-used apartment buildings can be accommodated on a parcel that is of sufficient size to support their use and can provide sufficient setbacks to buffer from existing and future residential developments. The development will also facilitate the efficient use of land and existing municipal services (TLP, Policies 953\_2 and 3).

### **Southwest Area Secondary Plan**

The SWAP states the North Lambeth Residential Neighbourhood character is intended to reflect compact development, diversity of building types, and walkable amenities to enhance the day-to-day living experience (10.0.i). The intent of the Medium Density Residential designation is to also encourage a mix of housing types, forms, and intensities within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods (10.1.i). In accordance with the intensity policies within the Medium Density Residential designation, residential density shall have a minimum density of 30 units per hectare and a maximum density of 75 units per hectare (10.1.iii.b). Therefore, the proposed intensity does not conform with the Medium Density Residential designation of the North Lambeth Residential Neighbourhood. As such, the applicant has requested an Official Plan Amendment to the SWAP to add a Specific Policy Area to the North Lambeth Residential Neighbourhood to permit the proposed density of 165 units per hectare.

Any amendment to the text of the SWAP represents an Official Plan amendment subject to all of the application policies of this Secondary Plan, as well as all of the applicable policies of The London Plan (16.3). Amendments to the SWAP shall be consistent with the principles and objective of this Secondary Plan (1.3). The principles call for the creation of a diverse and connected community, a range of housing choices, a competitive place to work and invest, a green and attractive environment and a model of sustainable growth management. The proposed intensity will provide for a range and mix of housing types that makes effective use of land, services, community facilities and related infrastructure, which is designed to achieve compact residential development, and which provides opportunities for live-work opportunities. The proposed intensity also provides an efficient development pattern that minimize land consumption and service costs, while also providing a range of land uses that enhances the public realm and provides for daily needs without reliance on a car.

The subject lands are also identified as a Neighbourhood Central Activity Node which have a higher intensity of activity-generating uses with a scale and design appropriate to the neighbourhood. In accordance with the SWAP, when higher intensity-built forms, such as the proposed development are located near single detached dwellings the higher intensity-built form is to be designed with massing and articulation that transitions between the lower-rise form and higher-rise form (3.3.iv.c). The apartment buildings, as previously mentioned, also include design features to mitigate for potential impacts of the increased intensity and encourage a pedestrian-scale environment at street level. Furthermore, staff are of the opinion that the proposed intensity is an appropriate scale of development for the subject lands, noting that the proposed density of 165 units per hectare includes the density of residential and non-residential uses across the two properties.

### **4.3 Form**

The proposed built form is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in accordance with the Neighbourhoods Place Type of The London Plan. It is the intent of The London Plan to encourage residential intensification within existing neighbourhoods which add value to neighbourhoods by adding to their planning and existing character, quality, and sustainability (TLP, Policy 937\_). The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating an appropriate form and scale of residential intensification that is compatible with the existing and

future neighbourhood character (TLP, Policy 953\_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within its context/neighbourhood character (TLP, Policy 193\_).

The built form consists of two 6-storey (24.0 metre) mixed-use apartment buildings oriented towards the intersections of Royal Magnolia Avenue and Campbell Street North and Royal Magnolia Avenue and Big Leaf Trail. As proposed, the built form directs the height and intensity toward the higher order street (Royal Magnolia Avenue) (TLP, Policy 918\_13) with buffering and setbacks towards the existing and future lower-density residential uses (TLP, Policy 953\_2). The proposed built form and massing of the apartment buildings have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood character (TLP, Policy 953\_2). Furthermore, identifying Royal Magnolia Avenue as the lot frontage for the subject lands through the special provisions is appropriate in accordance with Policy 920\_4 which states, "Where development is being considered at the intersection of two streets of different classifications the higher-order street onto which the property has frontage, will be used to establish the permitted uses and intensity of development on Tables 10 to 12." As Royal Magnolia Avenue is the higher-order street and the proposed development is situated with the built edge along the Royal Magnolia Avenue frontage, staff are satisfied that utilizing the street frontage as the legal frontage is appropriate.

Access to the subject lands will be provided via two driveways onto Heathwoods Avenue, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP, Policy 255\_). Parking for the proposed apartment buildings will be located predominantly in an underground parking garage with additional parking at grade to also support parking for the commercial uses. The parking, therefore, will be visually screened from the street, encouraging a pedestrian oriented streetscape (TLP, Policy 936\_4). Short and long-term bicycle parking spaces will also be provided for both residential and non-residential uses as well as pedestrian walkways to provided connectivity between the building, onsite amenities and to the surrounding public streets.

### **Southwest Area Secondary Plan**

As set out in SWAP, the Urban Design Policies in Section 3.9 provide that all development shall be designed in a form that is to be compact, pedestrian-oriented and transit friendly (3.9.i a)). For central activity nodes, buildings shall be street-oriented on all public right-of-way's, with buildings located at or near the property line and front entrances oriented to the street (3.3.iv.b). When higher intensity-built forms, such as the proposed development are located near single detached dwellings the higher intensity-built form is to be designed with massing and articulation that transitions between the lower-rise form and higher-rise form (3.3.iv.c). Further, the SWAP provides that buildings shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street (3.9.iii a)). Building on corner lots shall be sited and massed towards the intersection, which has been achieved through the requested special provisions.

The proposed development with special provisions is supported by the policies of the Provincial Policy Statement, contemplated in the *Neighbourhoods* Place Type of The London Plan (TLP 878\_) and in keeping with the Urban Design policies of *SWAP* (3.9).

### **4.4 Zoning**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone to a Residential R9 Special Provision (R9-7(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

*A minimum rear yard depth (Heathwoods Avenue) of 19.0 metres.*

A special provision to permit a minimum rear yard depth (Heathwoods Avenue) of 19.0 metres is proposed by the applicant and is being recommended by staff. Rear yard setbacks in the Residential R9 Zone are based on the main building height or fraction thereof in which a minimum rear yard depth of 23.0 metres is required based on the proposed height of 24.0 metres. In this case, the subject lands are unique as they have frontage on all sides in which there is not another residential use directly abutting the subject lands. The reduced rear yard setback also ensures sufficient space for access parking, amenity space and landscape buffering can be provided.

*A maximum density of 165 units per hectare and maximum height of 24.0 metres (6-storeys).*

Special provisions to permit a maximum density of 165 units per hectare and a maximum height of 24.0 metres (6-storeys) are proposed by the applicant and are being recommended by staff. The proposed maximum density and height provisions will allow for the implementation of the proposed development, facilitating an appropriate scale of development that is compatible within the existing and future neighbourhood character (TLP 918\_13). Further, within the Residential R9 Zone it is noted that heights shall be applied on a site-specific basis to ensure that the potential impacts of the increased height are mitigated on the abutting properties.

Additional mitigation measures including considering reducing the front yard depth (Royal Magnolia Avenue) to 6.0 metres, incorporating the ramp to the underground parking garage into the design of the building and reducing the amount of the at-grade surface parking provided in favour of more landscaped amenity area and additional landscaped buffering, to offset any potential adverse impacts of the increased intensity will be considered by the Site Plan Approval Authority.

*Ground floor commercial floor space (minimum): 200 square metres.*

Staff are recommending a special provision to require a ground floor commercial floor space minimum of 200 square metres. As previously mentioned, the subject lands are identified as a Neighbourhood Central Activity Node which have a higher intensity of activity-generating uses than other parts of the neighbourhood, but are predominately pedestrian-scale, and in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions (3.3.ii). As such, the following requirement will further encourage a pedestrian-scale mixed-used development which is in keeping with the intent of the Neighbourhood Central Activity Node of the SWAP.

*A maximum exterior side yard depth (Campbell Street North and Big Leaf Trail) of 9.0 metres, a minimum front and exterior side yard depth (Royal Magnolia Drive, Campbell Street N and Big Leaf Trail) of 3.0 metres, a minimum ground floor height of 4.0 metres and that parking and drive aisles shall not be permitted in the front and exterior side yards.*

Staff are recommending four additional special provisions to require a maximum exterior side yard depth (Campbell Street North and Big Leaf Trail) of 9.0 metres, a minimum front and exterior side yard depth (Royal Magnolia Drive, Campbell Street N and Big Leaf Trail) of 3.0 metres, a minimum ground floor height of 4.0 metres and that parking and drive aisles shall not be permitted in the front and exterior side yards. The additional special provisions will further ensure the apartment building will be oriented towards the street defining the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259\_). Specifically, the maximum exterior side yard depth of 9.0 metres and minimum front and exterior side yard depth of 3.0 metres will ensure the proposed apartment buildings are not setback further than proposed with opportunity to situate the buildings closer during the Site Plan Approval process. The provision to ensure parking and drive aisles shall not be permitted in the



## 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 6555 & 6595 Royal Magnolia Avenue

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

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

PASSED in Open Council on May 14, 2024

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

1. To add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London.
2. To add a policy to the North Lambeth Residential Neighbourhood of the Southwest Area Secondary Plan (SWAP).

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 6555 & 6595 Royal Magnolia Avenue in the City of London.

**C. BASIS OF THE AMENDMENT**

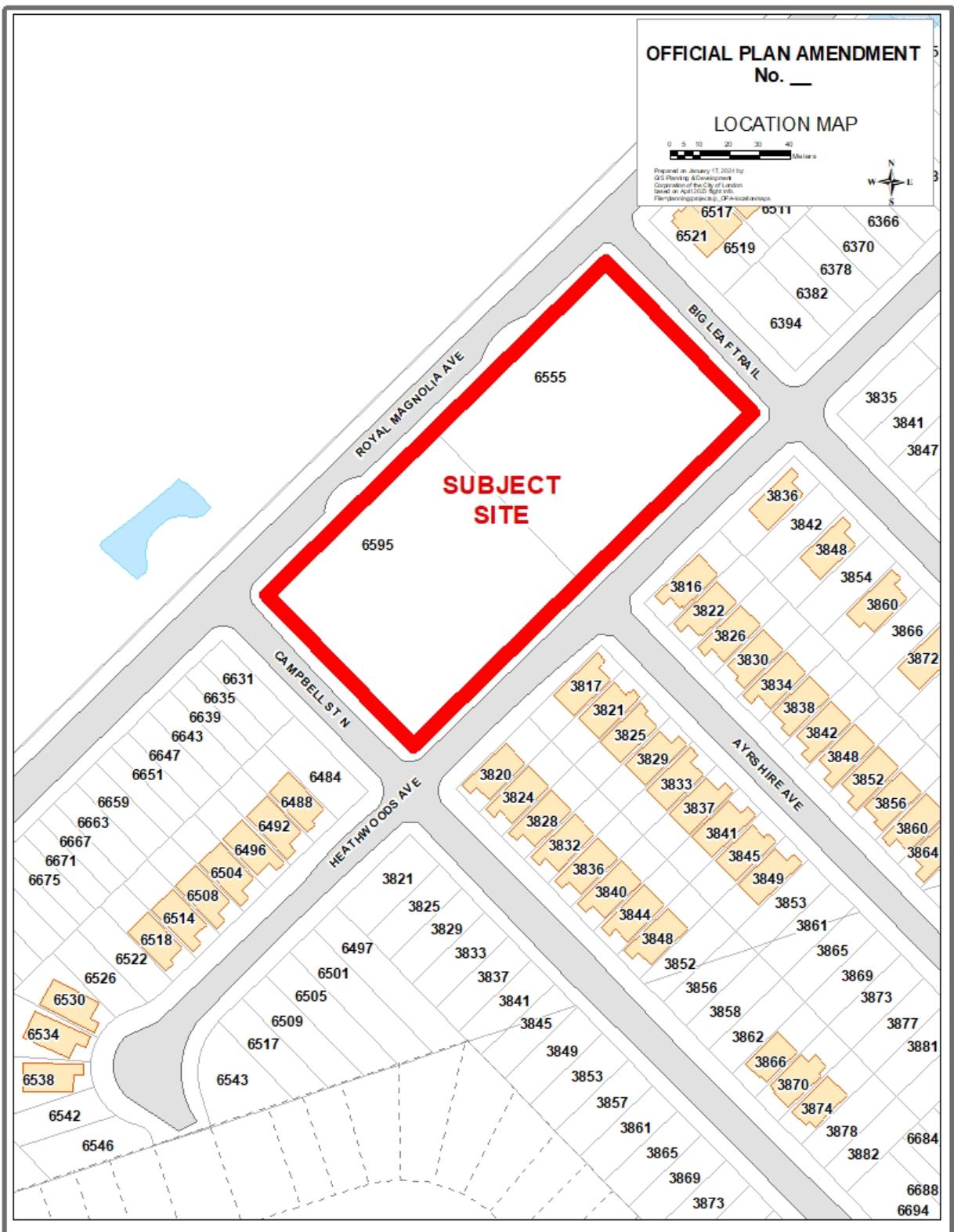
The amendment is consistent with the *PPS 2020* and policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment will facilitate a 6-storey, 176-unit, mixed-use apartment building development. The recommended development will contribute to intensification within the Urban Growth Boundary, add to the mix of housing and commercial types and uses within the neighbourhood and provide a compact, pedestrian-oriented built form.

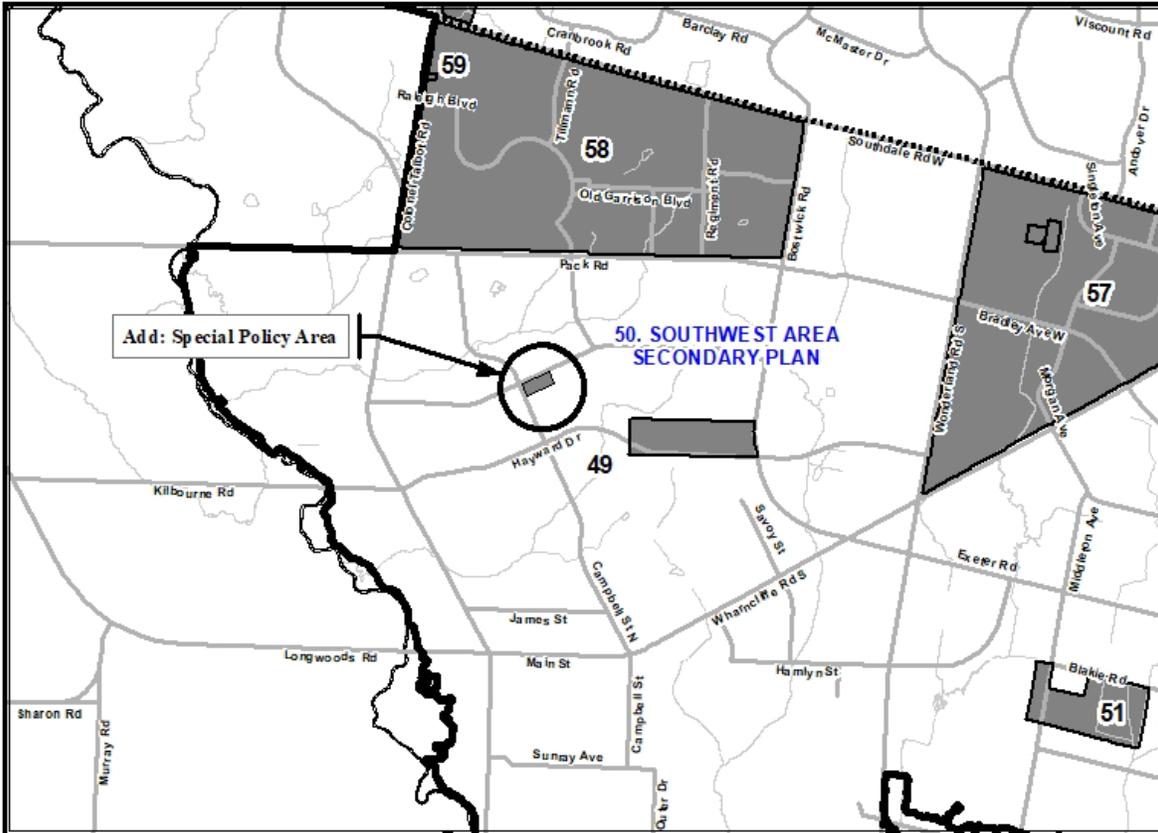
**D. THE AMENDMENT**

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

1. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, of the City of London is amended by adding the following:  
  
( ) 6555 & 6595 Royal Magnolia Avenue  
  
In the Neighbourhoods Place Type at 6555 & 6595 Royal Magnolia Avenue, a maximum height of 6-storeys shall be permitted for two apartment buildings on site with ground floor commercial.
2. Map 7 – Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Areas is amended by adding a Specific Policy Area for the lands located at 6555 & 6595 Royal Magnolia Avenue in the City of London, as indicated on “Schedule 1” attached hereto.
3. Specific Policies for the North Lambeth Residential Neighbourhood of the Southwest Area Secondary Plan (SWAP), of the City of London is amended by adding the following:  
  
( ) 6555 & 6595 Royal Magnolia Avenue  
  
In the North Lambeth Residential Neighbourhood at 6555 & 6595 Royal Magnolia Avenue, a maximum height of 6-storeys and density of 165 units per hectare, shall be permitted for two apartment buildings on site with ground floor commercial.
4. Schedule 9 – North Lambeth Residential Neighbourhood Land Use Designations, Southwest Area Secondary Plan, for the City of London Planning Areas is amended by adding a Specific Policy Area for the lands 6555 & 6595 Royal Magnolia Avenue in the City of London, as indicated on “Schedule 2” attached hereto.

“Schedule 1”



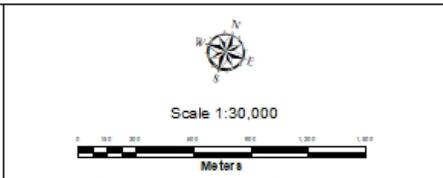


<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li> Specific Policies</li> <li> Rapid Transit and Urban Corridor Specific-Segment Policies</li> <li> Near Campus Neighbourhood</li> <li> Secondary Plans</li> </ul>	<p><b>BASE MAP FEATURES</b></p> <ul style="list-style-type: none"> <li> Streets (See Map 3)</li> <li> Railways</li> <li> Urban Growth Boundary</li> <li> Water Courses/Ponds</li> </ul>
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This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE #**  
**TO**  
**OFFICIAL AMENDMENT NO. \_\_\_\_\_**

PREPARED BY: Planning & Development



**FILE NUMBER:** OZ-9702  
**PLANNER:** MH  
**TECHNICIAN:** JI  
**DATE:** 3/22/2024

Document Path: \\file1\giswork\Planning\Projects\officialplan\work\conso\00\amendments\_LondonPlan\OZ-9702\Projects\AMENDMENT\_Map7\_SpecialPolicyAreas\_b&w\_8x11.mxd

## 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 6555 & 6595 Royal Magnolia Avenue.

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 6555 & 6595 Royal Magnolia Avenue, as shown on the attached map comprising part of Key Map No. A110, **FROM** a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone **TO** a Residential R9 Special Provision (R9-7( )\*H24) Zone.
2. Section Number 13.4 of the Residential R9 (R9-7( )\*H24) Zone is amended by adding the following Special Provisions:

R9-7 ( ) 6555 & 6595 Royal Magnolia Avenue

a. Additional Permitted Uses, restricted to the ground floor

- i) Bake shop
- ii) Convenience service establishments
- iii) Convenience stores
- iv) Craft brewery
- v) Day care centres
- vi) Dog or domestic cat grooming
- vii) Florist shops
- viii) Food stores
- ix) Live-work
- x) Personal service establishments
- xi) Pharmacies
- xii) Restaurants, eat-in
- xiii) Restaurants, take-out
- xiv) Retail
- xv) Studios

b. Regulations

- i. For the purpose of Zoning, Royal Magnolia Avenue is considered to be the front lot line.
- ii. Front and Exterior Side Yard Depth (minimum): 3.0 metres
- iii. Exterior Side Yard Depth (maximum): 9.0 metres
- iv. Rear Yard Depth (minimum): 19.0 metres
- v. Density (maximum): 165 units per hectare
- vi. Height (maximum): 24.0m (6 storeys)
- vii. Ground floor height (minimum): 4.0m

- viii. Ground floor commercial floor space (minimum): 200 square metres.
- ix. Drive-through facilities shall not be permitted.
- x. Parking and drive aisles shall not be permitted in the front and exterior side yards.

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

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

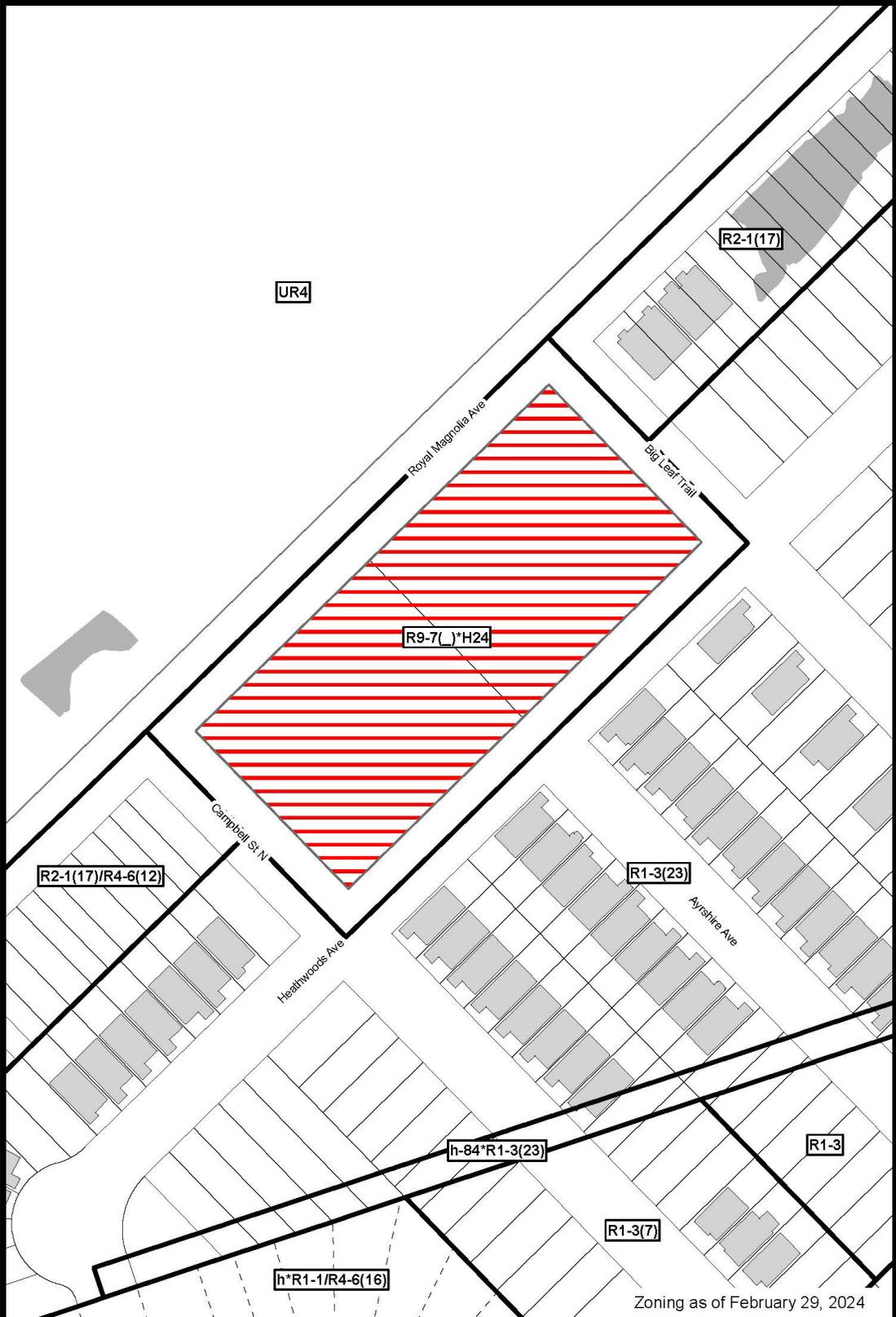
PASSED in Open Council on May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

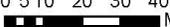
Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

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



<p>File Number: OZ-9702                  Planner: MH                  Date Prepared: 2024/04/08                  Technician: JI                  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	Future Residential
Frontage	134.5 metres (Royal Magnolia Avenue)
Area	1.1 hectares (11,060 metres square)
Depth	70 metres
Shape	Regular (Rectangular)
Within Built Area Boundary	No
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Urban Reserve
East	Residential
South	Residential
West	Residential

#### Proximity to Nearest Amenities

Major Intersection	Royal Magnolia Avenue and Colonel Tlabot Road (780 metres)
Dedicated cycling infrastructure	N/A
London Transit stop	N/A
Public open space	Ashley Oaks Park (330 metres) and Cleardale Park (170 metres)
Commercial area/use	Onsite
Food store	Foodland – Lambeth (1,360 metres)
Community/recreation amenity	London TFC Academy (450 metres)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods Place Type at the intersection of two Neighbourhood Connectors and two Neighbourhood Streets.
Current Special Policies	Southwest Area Secondary Plan – North Lambeth Residential Neighbourhood: Medium Density Residential
Current Zoning	Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone to Residential R9 Special Provision (R9-7(_)) Zone

#### Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type
Requested Special Policies	Specific Policy Area to the Neighbourhoods Place Type and to the Southwest Area Secondary Plan (SWAP) Section 10 North Lambeth Residential Neighbourhood to permit two mixed-use apartment buildings.
Requested Zoning	Residential R9 Special Provision (R9-7(_))*H24) Zone

## Requested Special Provisions

Regulation (R9-7(_))	Required	Proposed	Recommended
Additional Permitted Uses, restricted to the ground floor		Bake shop; Convenience service establishments; Convenience stores; Craft brewery; Day care centres; Dog or domestic cat grooming; Florist shops; Food stores; Live-work; Personal service establishments; Pharmacies; Restaurants, eat-in; Restaurants, take-out; Retail; Studios	As proposed.
Front Lot Line	Campbell Street N	Royal Magnolia Avenue	As proposed.
Front and Exterior Side Yard Depth (minimum) (Royal Magnolia Drive, Campbell Street N & Big Leaf Trail)	6.0 metres, plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)		3.0 metres
Exterior Side Yard Depth (maximum) (Campbell Street N & Big Leaf Trail)			9.0 metres
Rear Yard Depth (maximum) (Heathwoods Avenue)	23.0 metres		19.0 metres
Density (maximum)	75 units per hectare	165 units per hectare	As proposed.
Height	Four (4) storeys	Six (6) storeys	24.0 (6-storeys)
Ground Flood Height (minimum)			4.0 metres
Ground floor commercial floor space (minimum)		200 square metres maximum	200 square metres
Drive-through facilities		Drive-through facilities shall not be permitted.	As proposed.
Parking Location			Parking and drive aisles shall not be permitted in the front and exterior side yards.

## C. Development Proposal Summary

### Development Overview

The recommended action will permit two 6-storey mixed-use apartment buildings containing a total of 176 dwelling units, with a maximum density of 165 units per hectare and ground floor commercial space.

## Proposal Statistics

Land use	Residential
Form	Mixed-Use Apartment Buildings
Height	6-storeys (24.0 metres)
Residential units	176-units
Density	165 units per hectare
Lot coverage	31%
Landscape open space	46%
New use being added to the local community	No

## Mobility

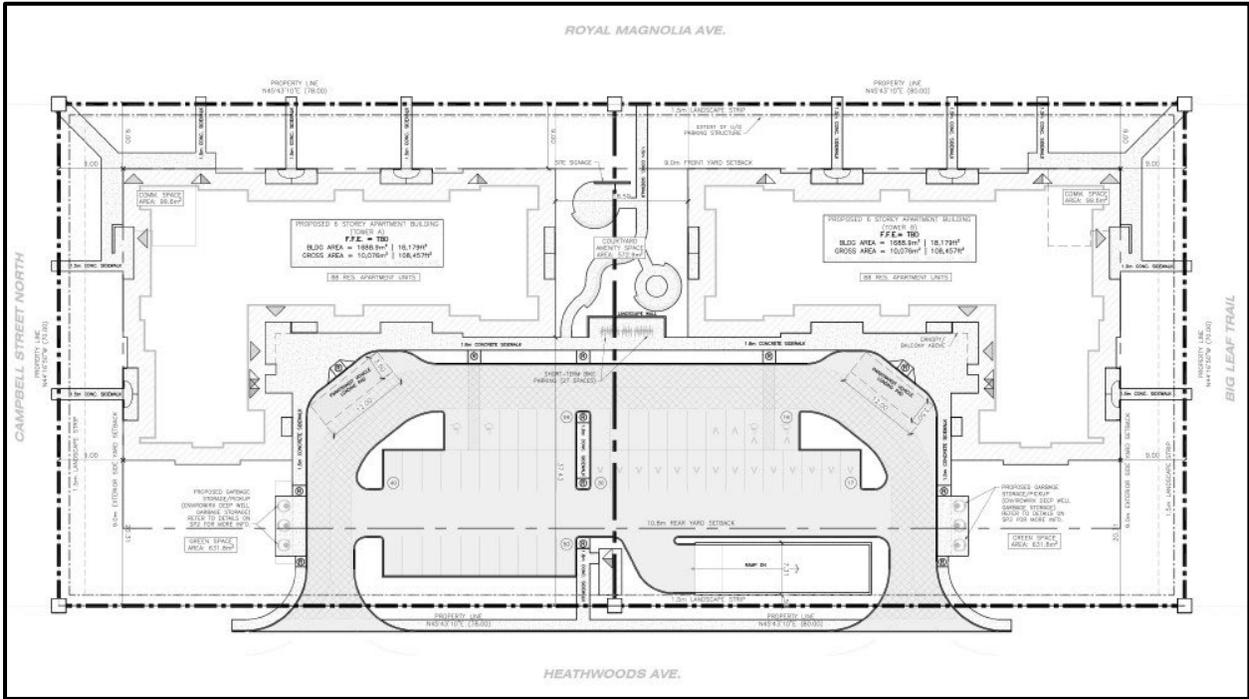
Parking spaces	274 spaces (224 underground / 50 surface)
Vehicle parking ratio	1.5 per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	229 spaces (202 long term / 22 short term / 5 commercial uses)
Secured bike parking ratio	1.1 per unit
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

## Environment

Tree removals	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	No
Existing structures repurposed or reused	No
Green building features	Unknown

# Appendix D – Additional Plans and Drawings

## Conceptual Site Plan (January 2024)



## Building Renderings





## Appendix E – Internal and Agency Comments

### Landscape Architecture

- I do not have any comments to provide on the OPA or ZBA for 6555-6595 Royal Magnolia.

### UTRCA

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

### Parks Planning

#### Matters for Site Plan

- Parkland dedication has been satisfied through plan of subdivision 33M-821.

### Heritage – Received February 9, 2024

- This is to confirm that there are no cultural heritage or archaeological concerns associated with this application.

### London Hydro – Received February 20, 2024

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

### Urban Design – Received February 28, 2024

#### Major Issues:

- The site is located within the Neighbourhoods Place Type in The London Plan [TLP] and is designated Medium Density Residential within the North Lambeth Residential Neighbourhood in the Southwest Area Secondary Plan [SWASP]. Urban Design generally supports the proposed development and commends the applicant for incorporating a street-oriented, mixed-use built form with underground parking, corner-responsive massing, and at-grade outdoor amenity space. The applicant is encouraged to continue to incorporate these design features as the proposal moves through the development process.

#### Matters for OPA/ZBA:

- Urban Design recommends the following Special Provisions be incorporated into the proposed R9-7( ) Zone to foster a safe, comfortable, and accessible public realm, and to reduce potential impacts on neighbouring properties:
  - Maximum height
  - Front and exterior side yard depth: minimum 6.0m and maximum 9.0m
  - Building orientation – principal entrances shall be oriented to Royal Magnolia Avenue and/or the corner of Royal Magnolia Avenue/Campbell Street N and Royal Magnolia Avenue/Big Leaf Trail;
  - Ground floor height: minimum 4.5m
  - Commercial uses permitted, limited to the first floor.

#### Matters for Site Plan:

- The following site plan-related comments were provided to the applicant through the SPC process:
  - Urban Design recommends the front yard setback be reduced to 6.0m to continue the established streetwall provided along Royal Magnolia Avenue by recent developments in the area [TLP 256, 259].
  - Locate the principal entrance(s) to the residential lobbies on the Royal Magnolia Avenue facing façade (for both buildings) to promote walkability and accessibility, and to foster an active, safe and comfortable public realm [TLP 289, 291]. Include architectural details to distinguish the principal entrances, such as:
    - A high degree of transparent glazing;
    - Weather protection, such as canopies and/or awnings above the entrances;
    - Other architectural details such as signage, human-scale lighting, landscaping, building articulation, etc.
  - Promote walkability, wayfinding, and pedestrian comfort and safety by including lockable ‘front doors’ for the units along the street, as opposed to sliding patio doors, to define these as unit entrances [TLP 291].
    - Consider including porches and/or weather protection (canopies, awnings) for the individual unit entrances.
  - Use design to mitigate potential headlight glare and to ensure privacy for residential ground floor units. For example, slightly elevate the ground floor (maximum 0.9m) or use enhanced all-season landscaping with an appropriate buffer.
  - Ensure pedestrians can safely traverse the site by extending the concrete walkway across the drive aisles within the parking area to delineate this space as a pedestrian access [TLP 255, 268].
  - If fencing is proposed along any of the street frontages, ensure it is low, transparent, and decorative to avoid blank walls facing toward the public realm [TLP 285]:
    - Landscaping and/or low-rise decorative fencing is recommended to distinguish between public amenity and private amenity for any ground floor units.
  - Screen the surface parking area and the ramp to the underground parking garage exposed to Heathwoods Avenue with enhanced all-season landscaping [TLP 278].
  - Consider reducing the amount of the at-grade surface parking provided in favour of more landscaped amenity area [TLP 271].
  - Consider incorporating the ramp to the underground parking garage into the design of the building.
  - Provide easily accessible temporary bicycle parking facilities on-site [TLP 280].
  - Provide a full set of dimensioned elevations for all sides of the proposed buildings. Further Urban Design comments may follow upon receipt of the elevations:
    - Include an elevation drawing showing the proposed stairwell access to the parking garage from Heathwoods Avenue.

#### Site Plan

##### Matters for OPA/ZBA:

- The request to interpret Royal Magnolia as the front yard results in Heathwoods Ave as the rear yard. The required rear yard setback for a building height of 22.5m abutting an R1 zone is 23.0m and 20.3m is proposed.

##### Matters for Site Plan:

- Site Plan Consultation has occurred, and comments provided will be addressed through the Site Plan Application review.

## Ecology

- 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.
- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

## Engineering

Matters for OPA/ZBA:

### *P&D Engineering*

- Engineering has no further concerns with this application – Zoning approval is recommended. For the applicant's benefit, the pre-liminary comments for a future siteplan application have been provided.

### *Wastewater*

- Block(s) 245 & 244 are each approximately 0.5ha contemplated for residential/commercial equivalent to 200ppl/ha. Initially suggested at pre-application was 225unit mixed-use apartments which was not supported by SED as there is limited available capacity in the interim conditions in the downstream sewer for intensification beyond the allocated and further the drawings have not been accepted to date for the tributary external lands.
- As currently suggested is Two mixed-use buildings with a total of 176units, reduced by 49units from the initial pre-application. SED is satisfied with the capacity analysis provided by SBM recognizing there is no remaining additional surplus capacity for intensification beyond the allocated under the interim conditions. SED is satisfied with the capacity analysis provided by SBM recognizing there is no remaining additional surplus capacity for intensification beyond the allocated under the interim conditions.

Matters for Site Plan

### *Wastewater:*

- Sanitary servicing brief required as part of a complete application.

### *Stormwater:*

- As per W3 subdivision, the site at  $C=0.78$  is tributary to the existing 1050mm storm sewer on Heathwood Ave. For the proposed development in exceedance of the approved C-value of the downstream SWM Facility / 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 applicant should note that there exist two PDCs; one for each block (Block 244 and Block 245).
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirm how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
- The site falls within the Dingman Subwatershed. In order to mitigate water balance deficits, the first 25mm of rainfall will be required to be infiltrated as per the requirements of the Dingman Creek EA. The consultant is expected to reserve space within the site plan for an LID strategy(ies) in efforts to achieve this requirement. If the supporting geotechnical/hydrogeological study shows that infiltration is not possible due to low permeability, then alternative low impact development measures will be required and shall be in accordance with sections 6.2.1.2 & 6.5.2 of The Design Specifications & Requirements Manual (DSRM).

The applicant should note that the existing underground parking footprint may need to be reconsidered to allow for the infiltration requirements to be satisfied.

- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The (current/proposed) land use of a (medium/high density residential, commercial, institutional, light industrial, industrial, etc...) 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.
- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report

#### *Water:*

- Water is available via the municipal 300mm watermain on Royal Magnolia Ave
- Water servicing shall be configured in such a way as to avoid the creation of a regulated drinking water system.
- Can the owner/development services confirm that the two properties (6555 & 6595) will be joint on title. If the land is to remain as two separate properties, an individual water service for each property will be required.
- Further comments will be provided during the site plan application.

#### *Transportation:*

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

## Appendix F – Public Engagement

### Community Engagement

**Public liaison:** On January 26, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 133 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 8, 2024. A “Planning Application” sign was also placed on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to facilitate two, six-storey mixed-used buildings with a total of 176 dwelling units and 200 square metres of commercial space. Possible amendment to the Neighbourhoods Place Type policies on a site-specific basis applied to the lands located at 6555-6595 Royal Magnolia Avenue, to permit a maximum height of 6-storeys for two apartment buildings on site with ground floor retail. Possible amendment to the Southwest Area Secondary Plan, for the City of London Lambeth Area by adding a Specific Policy Area for the lands located at 6555-6595 Royal Magnolia Avenue in the City of London. Possible change to the Zoning By-law Z.-1 **FROM** a Residential R8 Special Provision (R8-4(51)), Convenience Commercial Special Provision (CC6(120)) and Neighbourhood Facility Special Provision (NF1(17)) Zone **TO** a Residential R9 Special Provision (R9-7(\_)) Zone. Special Provisions include a maximum height of 6-storeys, whereas 4-storeys is the maximum permitted; Maximum density of 165 units per hectare, whereas 75 units per hectare is the maximum permitted; non-residential uses shall be restricted to a location within an apartment building; the maximum total gross floor area for all non-residential uses shall be 200 metres square; drive-through facilities shall not be permitted; for the purpose of Zoning, the front lot line is deemed to be Royal Magnolia Avenue; and to permit Bake shop; Brewing on premises establishment; Convenience business service establishment; Convenience service establishments; Convenience stores; Day care centres; Florist shops; Food stores; Personal service establishments; Pharmacies; Restaurants, eat-in; Restaurants, take-out; and Studios as additional permitted uses. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development.

**Public Responses:** Three replies received.

#### Public Comment #1

Hello,

First of all, we would like to thank you for giving an opportunity to provide inputs on this new proposal.

As neighbours, we strongly feel that new proposal will adversely affect the integrity and safety of our neighbourhood. It was unexpected and while we purchase our property it was informed that lot was designated for a medium density property.

As per city’s guidelines 75 units per hectare is permitted and new planning application requesting for 165 units per hector. Multifamily High density residential objectives should comply with city’s official plan 3.1.4. Proposed amendments are not fulfilling city’s official plan objectives for high density residential buildings and we strongly opposing the new proposal since new proposal overrides city’s guidelines.

Looking forward to hearing from city’s decision on this matter.

#### Public Comment #2

Hi there,

I would like to you inform that I am against the above provided plan. The builder doesn’t have any quality in their work. I brought home five months ago. My cold room and other areas have water leakage. They don’t want to rectify when it was winter. Now it’s not

leaking because of weather change. What I am mean, please save the people from their low quality of construction work.

Thank you.

### **Public Comment #3**

Hello,

First of all, we would like to thank you for giving an opportunity to provide inputs on this new proposal.

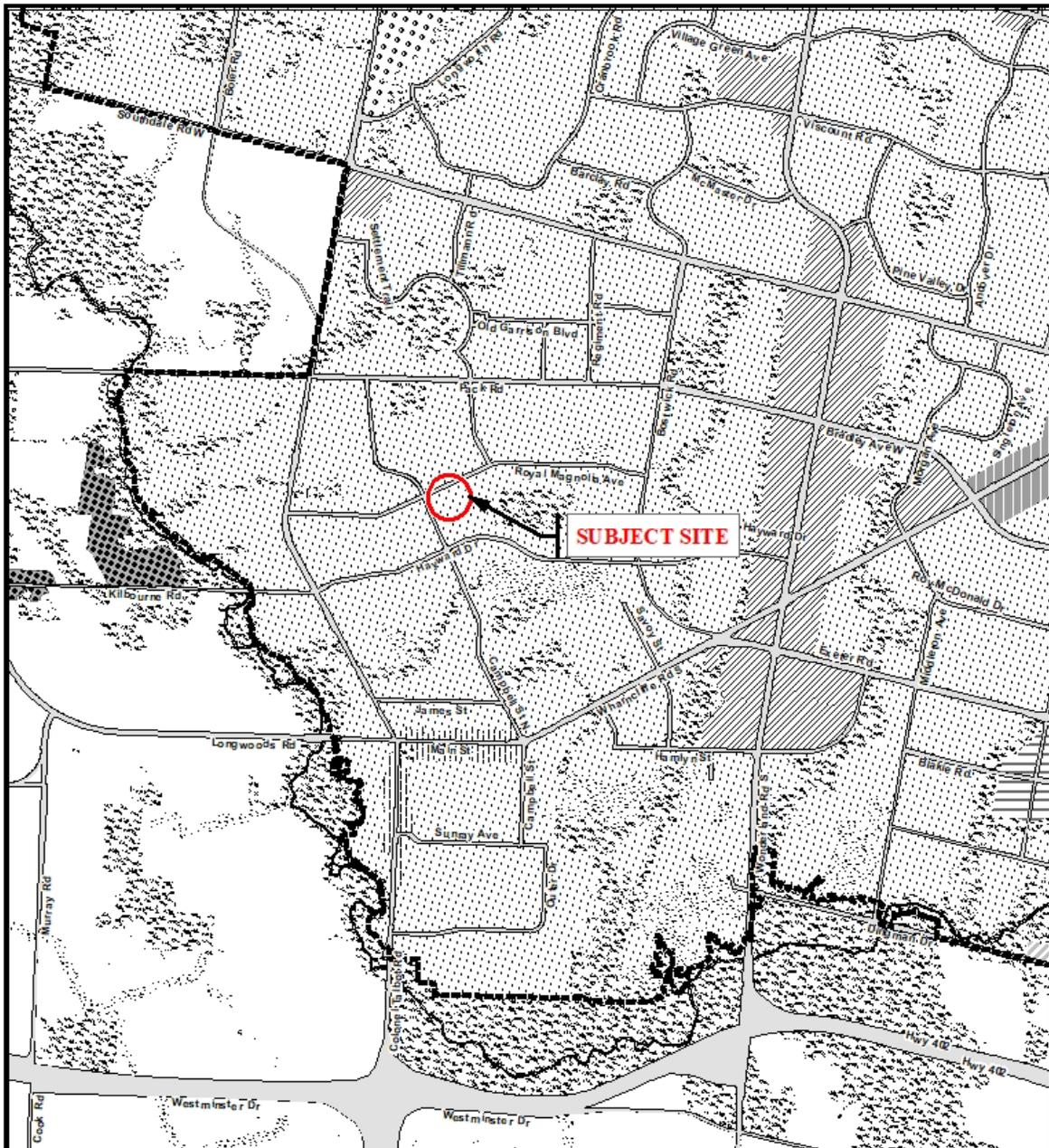
As neighbours, we strongly feel that new proposal will adversely affect the integrity and safety of our neighbourhood. It was unexpected and while we purchase our property it was informed that lot was designated for a medium density property.

As per city's guidelines 75 units per hectare is permitted and new planning application requesting for 165 units per hectare. Multifamily High density residential objectives should comply with city's official plan 3.1.4. Proposed amendments are not fulfilling city's official plan objectives for high density residential buildings and we strongly opposing the new proposal since new proposal overrides city's guidelines.

Looking forward to hearing from city's decision on this matter.

# Appendix G – Relevant Background

## The London Plan – Map 1 – Place Types



**Legend**

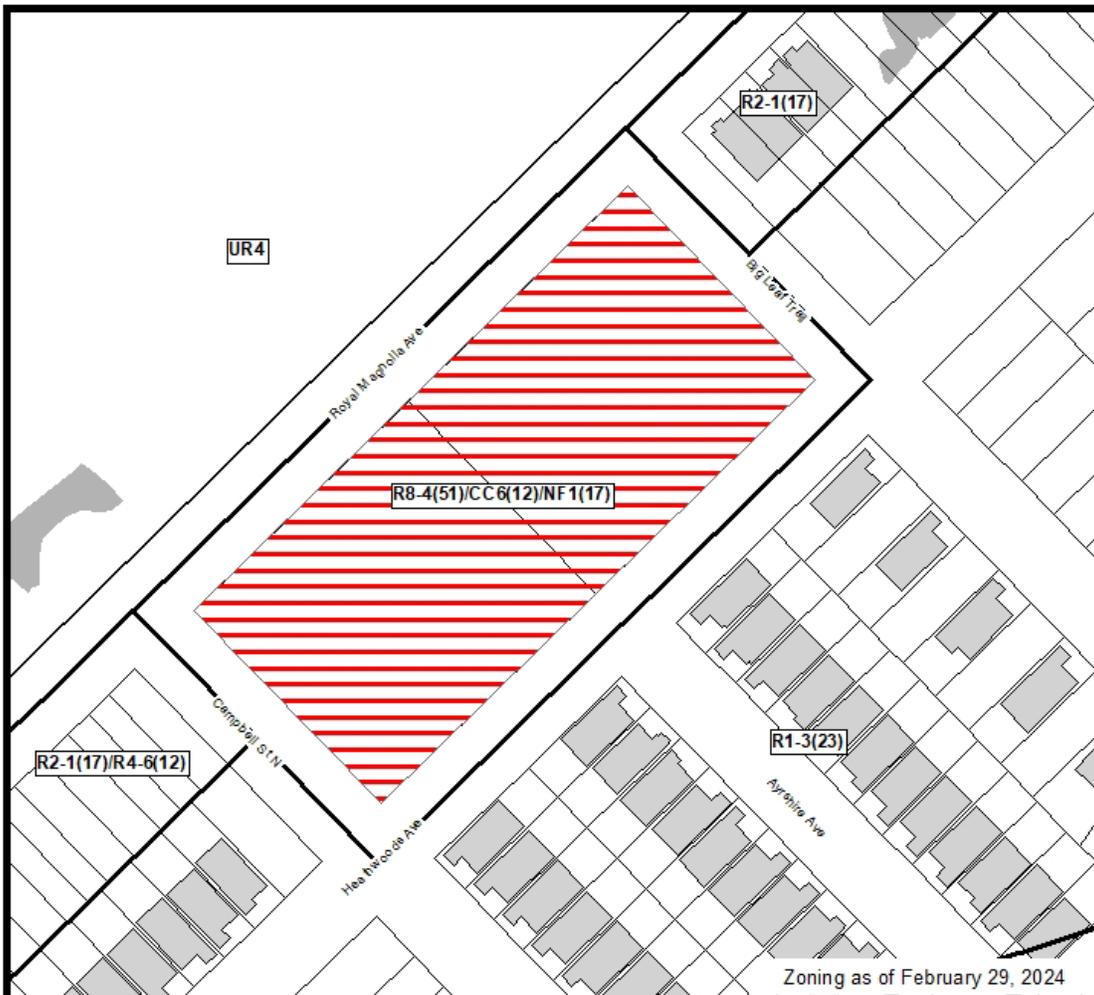
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

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

<p><b>CITY OF LONDON</b> Official Plan LONDON PLAN MAP 1 - PLACE TYPES - PREPARED BY: Planning &amp; Development</p>	 Scale 1:30,000 Meters	<p><b>File Number:</b> OZ-9702 <b>Planner:</b> MH <b>Technician:</b> JI <b>Date:</b> 2024/03/21</p>
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Project Location: \\file1\gis\work\Planning\Projects\p\_officialplan\work\consolid\00\excerpts\_LondonPlan\mxd\OZ-9702\_Map1\_PlaceTypes.mxd

# Zoning By-law Z.-1 – Zoning Excerpt



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R8-4(51)/CC6(12)/NF1(17)**

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        |                                   |
| 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-9702

MH

MAP PREPARED:

2024/03/21

Jl

1:1,500

0 5 10 20 30 40

Meters

## Report to Planning and Environment Committee

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

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

**Subject:** W3 Lambeth Farms Inc. (c/o Strik Baldinelli Moniz (SMB) Ltd.)  
6555 & 6595 Royal Magnolia Avenue  
File Number: OZ-9702, Ward 9  
Public Participation Meeting

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of W3 Lambeth Farms Inc. (c/o Strik Baldinelli Moniz (SMB) Ltd.) relating to the property located at 6555 & 6595 Royal Magnolia Avenue:

- (ai) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024, to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
- (a ii) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024, to amend the Southwest Area Secondary Plan (SWAP), by **ADDING** a site-specific policy to the Medium Density Residential policies in the North Lambeth Residential Neighbourhood;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting May 14, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone **TO** Residential R9 Special Provision (R9-7( )\*H24) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Provide distinction between ground floor commercial and residential uses.
  - ii) Consider reducing the front yard depth (Royal Magnolia Avenue) to 6.0 metres to continue the established street wall.
  - iii) Consider incorporating the ramp to the underground parking garage into the design of the building and reducing the amount of the at-grade surface parking provided in favour of more landscaped amenity area.
  - iv) Enhanced tree planting.
- (d) pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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

- i. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and Specific Policy Areas, and the Neighbourhoods Place Type policies;
- iii. The recommended amendments conform to the Southwest Area Secondary Plan (SWAP), including but not limited to the North Lambeth Residential Neighbourhood policies; and
- iv. The recommended amendment would permit an appropriate form of development at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood; and

## 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 6555 & 6595 Royal Magnolia Avenue

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

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

PASSED in Open Council on May 14, 2024

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

1. To add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London.
2. To add a policy to the North Lambeth Residential Neighbourhood of the Southwest Area Secondary Plan (SWAP).

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 6555 & 6595 Royal Magnolia Avenue in the City of London.

**C. BASIS OF THE AMENDMENT**

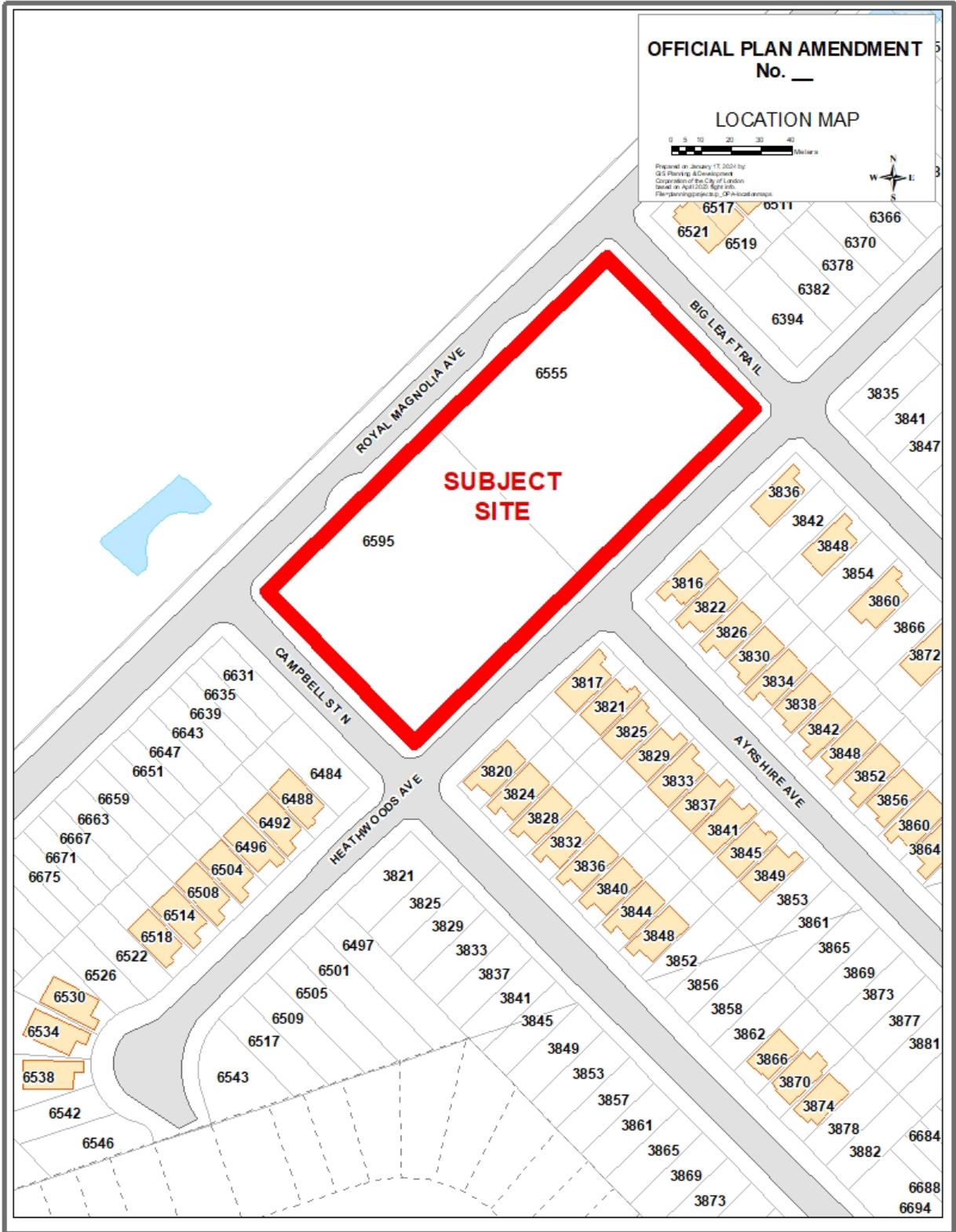
The amendment is consistent with the *PPS 2020* and policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment will facilitate a 6-storey, 176-unit, mixed-use apartment building development. The recommended development will contribute to intensification within the Urban Growth Boundary, add to the mix of housing and commercial types and uses within the neighbourhood and provide a compact, pedestrian-oriented built form.

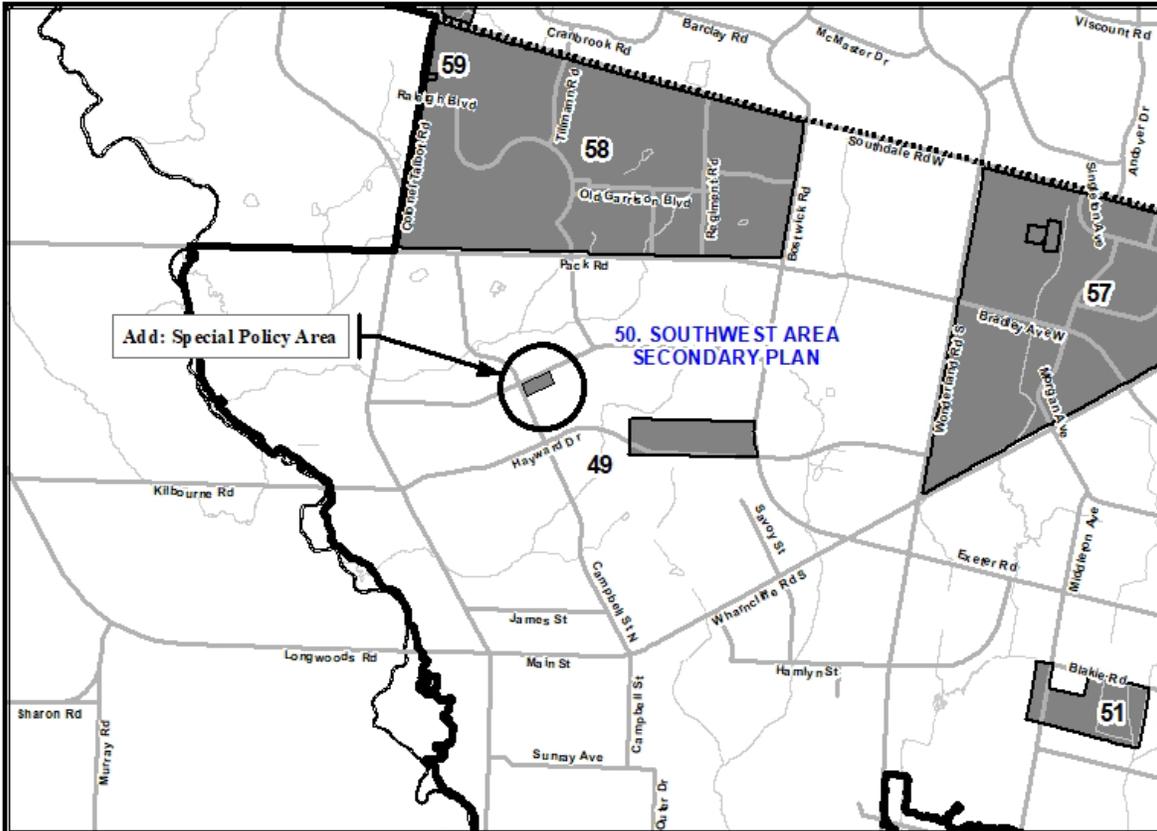
**D. THE AMENDMENT**

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

1. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, of the City of London is amended by adding the following:  
  
( ) 6555 & 6595 Royal Magnolia Avenue  
  
In the Neighbourhoods Place Type at 6555 & 6595 Royal Magnolia Avenue, a maximum height of 6-storeys shall be permitted for two apartment buildings on site with ground floor commercial.
2. Map 7 – Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Areas is amended by adding a Specific Policy Area for the lands located at 6555 & 6595 Royal Magnolia Avenue in the City of London, as indicated on “Schedule 1” attached hereto.
3. Specific Policies to the Medium Density Residential policies in the North Lambeth Residential Neighbourhood of the Southwest Area Secondary Plan (SWAP), of the City of London is amended by adding the following:  
  
( ) 6555 & 6595 Royal Magnolia Avenue  
  
In the North Lambeth Residential Neighbourhood at 6555 & 6595 Royal Magnolia Avenue, a maximum height of 6-storeys and density of 165 units per hectare, shall be permitted for two apartment buildings on site with ground floor commercial.

“Schedule 1”





<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li> Specific Policies</li> <li> Rapid Transit and Urban Corridor Specific-Segment Policies</li> <li> Near Campus Neighbourhood</li> <li> Secondary Plans</li> </ul>	<p><b>BASE MAP FEATURES</b></p> <ul style="list-style-type: none"> <li> Streets (See Map 3)</li> <li> Railways</li> <li> Urban Growth Boundary</li> <li> Water Courses/Ponds</li> </ul>
--	---

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

<p><b>SCHEDULE #</b> <b>TO</b> <b>OFFICIAL AMENDMENT NO.</b> _____</p> <p style="font-size: x-small;">PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9702</p> <p>PLANNER: MH</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/22/2024</p>
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## Appendix B – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 6555 & 6595 Royal Magnolia Avenue.

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 6555 & 6595 Royal Magnolia Avenue, as shown on the attached map comprising part of Key Map No. A110, **FROM** a Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (R8-4(51)/CC6(120)/NF1(17)) Zone **TO** a Residential R9 Special Provision (R9-7( )\*H24) Zone.
2. Section Number 13.4 of the Residential R9 (R9-7( )\*H24) Zone is amended by adding the following Special Provisions:

R9-7 ( ) 6555 & 6595 Royal Magnolia Avenue

a. Additional Permitted Uses, restricted to the ground floor

- i) Bake shop
- ii) Convenience service establishments
- iii) Convenience stores
- iv) Craft brewery
- v) Day care centres
- vi) Dog or domestic cat grooming
- vii) Florist shops
- viii) Food stores
- ix) Live-work
- x) Personal service establishments
- xi) Pharmacies
- xii) Restaurants, eat-in
- xiii) Restaurants, take-out
- xiv) Retail
- xv) Studios

b. Regulations

- i. For the purpose of Zoning, Royal Magnolia Avenue is considered to be the front lot line.
- ii. Front and Exterior Side Yard Depth (minimum): 3.0 metres
- iii. Exterior Side Yard Depth (maximum): 9.0 metres
- iv. Rear Yard Depth (minimum): 19.0 metres
- v. Density (maximum): 165 units per hectare
- vi. Height (maximum): 24.0m (6 storeys)
- vii. Ground floor height (minimum): 4.0m

viii. Ground floor commercial floor space (minimum): 200 square metres.

ix. Drive-through facilities shall not be permitted.

x. Parking and drive aisles shall not be permitted in the front and exterior side yards.

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

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

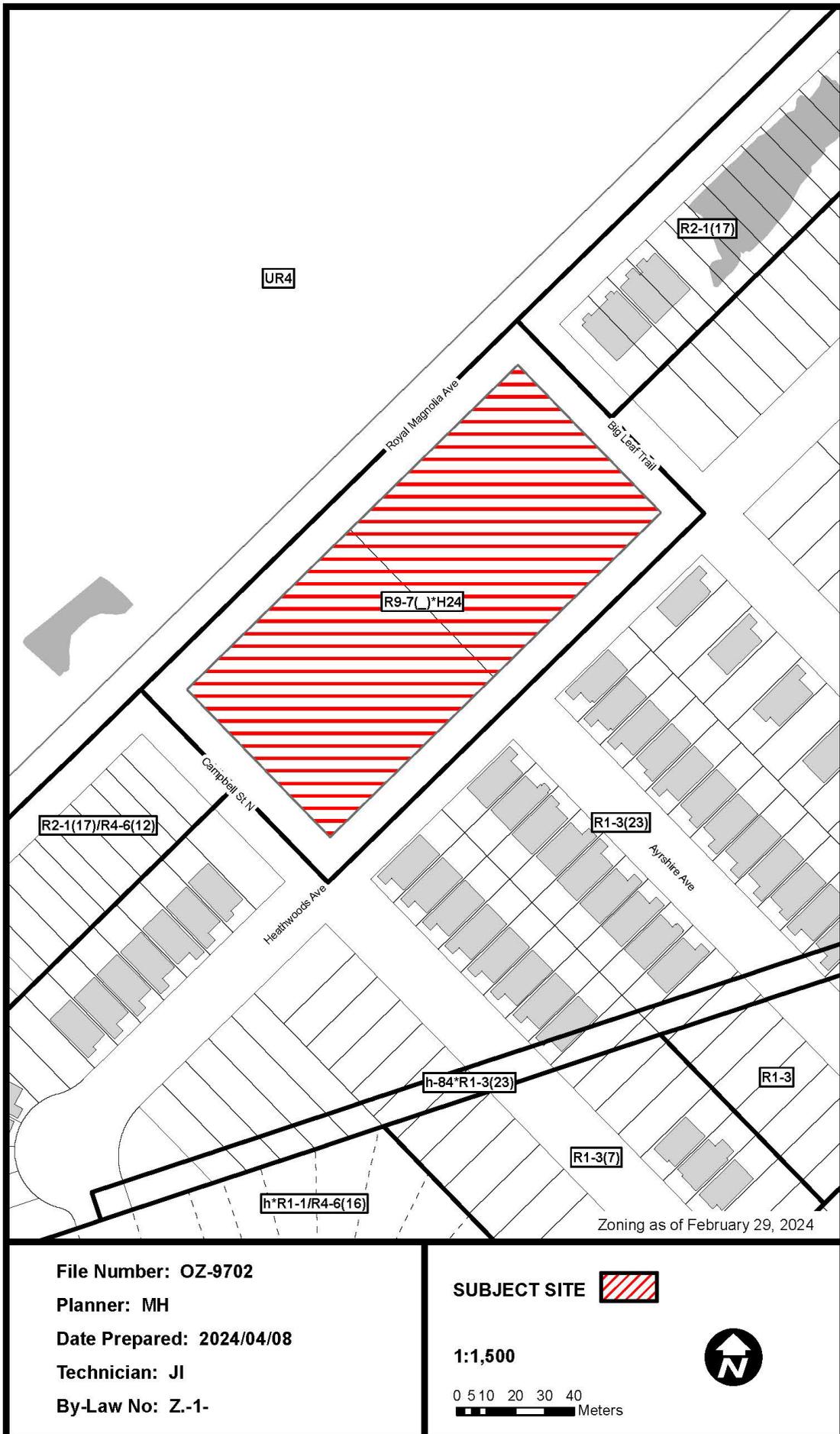
PASSED in Open Council on May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

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



Geodatabase

## 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:** 1170 Fanshawe Park Road East Inc. (c/o Brock Development Group Inc.)  
1170 Fanshawe Park Road East  
File Number: Z-9713, Ward 5  
Public Participation Meeting

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 1170 Fanshawe Park Road East Inc. (c/o Brock Development Group Inc.) relating to the property located at 1170 Fanshawe Park Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting May 14, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R6 Special Provision (R6-5(\_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) The unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.
  - ii) Consider reducing the amount of surface parking provided in favour of more landscaped amenity area.
  - iii) Enhanced tree planting.

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

- i. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies;
- iii. The recommended amendment would permit an appropriate form of development at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a range and mix of housing options.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-14) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone to permit a 3.5-storey, **26-unit**, stacked townhouse development with a maximum height of 12.0 metres and density of 70 units per hectare.

## Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment to permit the stacked townhouse development with special provisions. Special provisions include: a minimum front yard depth (Fanshawe Park Road East) of 2.0 metres whereas 8.0 metres is the minimum required, a minimum exterior side yard depth (Stackhouse Avenue) of 3.0 metres whereas 6.0 metres is the minimum required, a minimum interior side yard depth of 2.5 metres when the wall of a unit contains no windows to habitable rooms whereas 3.0 metres when the end wall of a unit contains no windows to habitable rooms is the minimum required; a maximum density of 70 units per hectare whereas 30 units per hectare is the maximum permitted, and that the main building entrance shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
3. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Property Description and Location

The subject lands, municipally known as 1170 Fanshawe Park Road East, are located in the Stoney Creek Planning District, on the northeast corner of the Fanshawe Park Road East and Stackhouse Avenue intersection, west of Highbury Avenue North. The subject lands have approximately 40 metres of frontage on Fanshawe Park Road East, 92 metres of frontage along Stackhouse Avenue and a total area of 0.37 hectares. Currently, the subject lands contain a single detached dwelling and detached garage in the rear of the property. Access to the subject lands is currently provided from Fanshawe Park Road East.

The surrounding area consists of a mix of current and future low-to medium-density residential uses as well as public open spaces and shopping areas closer to Highbury Avenue North. The subject lands are also directly adjacent to a Listed Heritage Property to the west. The subject lands are serviced by London Transit bus routes 24 and 34 accessed from Fanshawe Park Road East and Stackhouse Avenue. Fanshawe Park Road East is a four-lane Urban Thoroughfare with a dedicated left turn lane in the eastern direction. Public sidewalks and dedicated bicycle lanes are provided along both sides of Fanshawe Park Road East but not yet available along Stackhouse Avenue.

#### Site Statistics:

- Current Land Use: Residential
- Frontage: 40 metres (Fanshawe Park Road East)
- Area: 0.37 hectares
- Shape: Regular (Rectangular)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: Yes

#### Surrounding Land Uses:

- North: Residential/ Open Space
- East: Residential/Neighbourhood Facility/Commercial
- South: Residential
- West: Residential

### Existing Planning Information:

- The London Plan Place Type: Neighbourhoods at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and Neighbourhood Connector (Stackhouse Avenue)
- Special Planning Areas: Primary Transit Area
- Existing Zoning: Residential R1(R1-14) Zone

Additional site information and context is provided in Appendix B.



Figure 1: Aerial photo of 1170 Fanshawe Park Road East and surrounding lands.



Figure 2: Streetview of 1170 Fanshawe Park Road East (facing north from Fanshawe Park Road East)

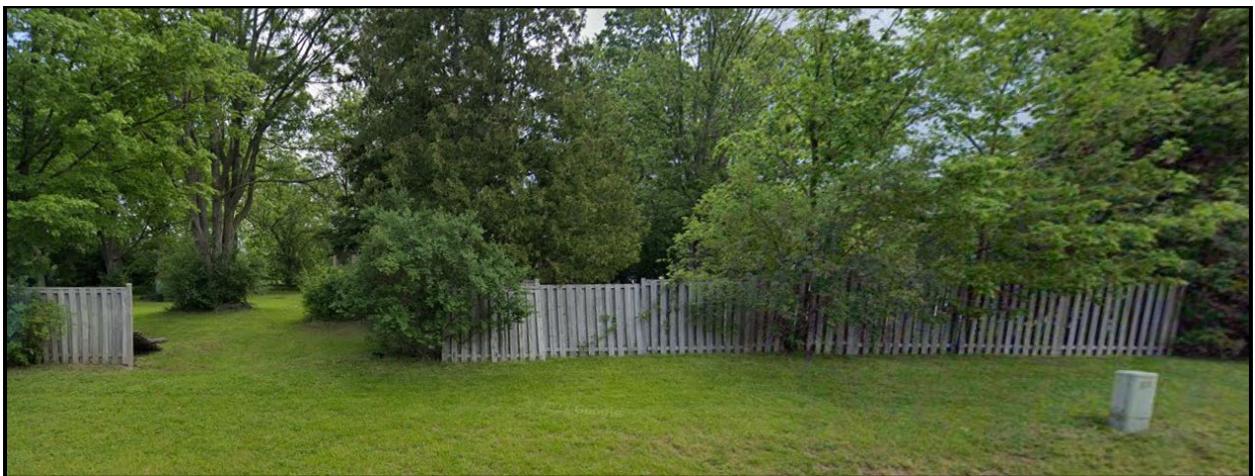


Figure 3: Streetview of 1170 Fanshawe Park Road East (view facing east from Stackhouse Avenue)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

In February 2024, Planning and Development staff accepted a complete Zoning By-law amendment application to redevelop the subject lands for medium density residential uses. The development proposal is comprised of two 3.5-storey stacked townhouse blocks containing a total of 26-units, with a maximum height of 12.0 metres and density of 70 units per hectare. Access to the subject lands is proposed to be provided from Stackhouse Avenue. The conceptual site plan is shown below as Figure 4.

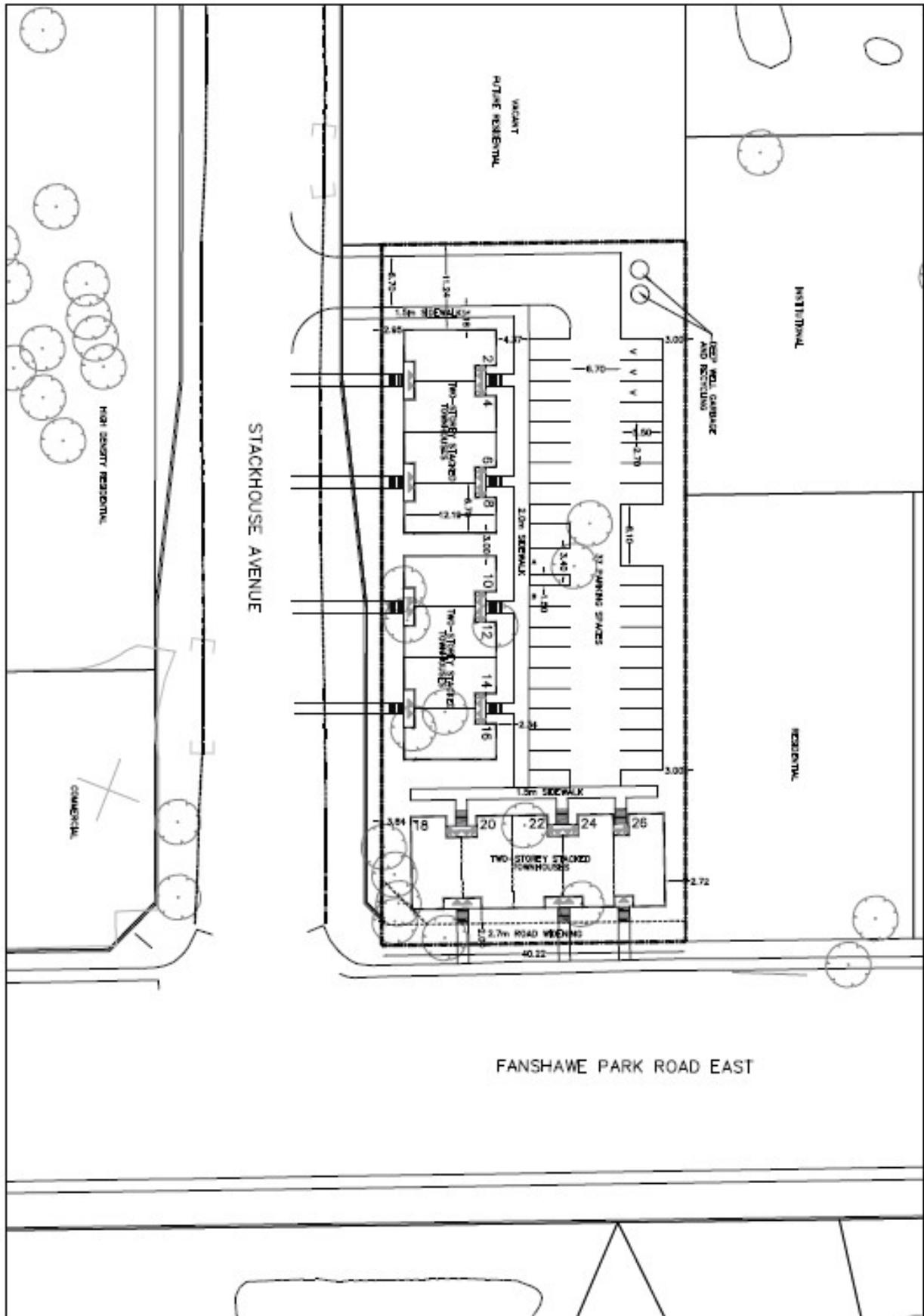


Figure 4. Conceptual Site Plan

The proposed development includes the following features:

- Land use: Residential
- Form: Stacked Townhouse Dwellings
- Height: 3.5-storeys (12.0 metres)
- Residential units: 26-units
- Density: 70 units per hectare
- Lot coverage: 29%
- Landscape Open Space: 41%
- Parking spaces: 37 surface parking spaces (1.4 space/unit)

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

### 2.3 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-14) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone.

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

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum)	8.0 metres	2.0 metres	As proposed.
Exterior Side Yard Depth (minimum)	6.0 metres	3.0 metres	As proposed
Interior Side Yard Depth (minimum)	3.0 metres when the wall of a unit contains no windows to habitable rooms.	2.5 metres	2.5 metres when the end wall of a unit contains no windows to habitable rooms.
Density (maximum)	30 units per hectare	70 units per hectare	As proposed
Building Orientation			The unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.

### 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.

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

### 2.5 Public Engagement

On March 1, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 77 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 March 7, 2024. A “Planning Application” sign was also placed on the site.

There were **zero** responses received during the public consultation period.

## 2.6 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

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

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

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

### ***The London Plan, 2016***

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

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

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

## 3.0 Financial Impact/Considerations

### 3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is a contemplated use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type of The London Plan. The subject lands are also located in the Primary Transit Area whereby the intent of this specific policy area is to encourage residential intensification that is compatible and sympathetic to the existing neighbourhood character (TLP, Policy 90\_). The proposed stacked townhouse dwellings align with the vision of the Neighbourhoods Place Type and Primary Transit Area by contributing to a diversity and mix of different housing types, intensities, and forms (TLP, Policy 918\_2) which respect the existing and future neighbourhood character (TLP, Policy 918\_13). The proposed residential use also aligns with Key Direction #5 – building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP, Policy 59\_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP, Policy 59\_5).

## 4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity conforms with Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan which contemplates a standard maximum height of 4-storeys and an upper maximum height of 6-storeys where a property is at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and Neighbourhood Connector (Stackhouse Avenue). The proposed height of 3.5-storeys aligns with the vision of the Neighbourhoods Place Type and contributes to the intensification targets within the Primary Transit Area (TLP, Policy 90\_). Furthermore, the proposed residential use is accommodated on a parcel that is of sufficient size to support the proposed use and intensity, providing sufficient setbacks for the provision of onsite functions as well as to provide a buffer to adjacent properties. The redevelopment of the parcel will also facilitate the efficient use of land and existing municipal services (TLP, Policies 953\_2 and 3).

## 4.3 Form

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

The built form consists of two, 3.5-storey stacked townhouse blocks oriented towards Fanshawe Park Road East and Stackhouse Avenue. The development directs the stacked townhouse blocks towards the intersection, acknowledging the subject lands as a corner lot (TLP, Policy 936\_). The two stacked townhouse blocks are also sited with minimum front and exterior side yard setbacks to define the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP, Policy 259\_). The proposed built form and massing of the stacked townhouse blocks also have consideration for the surrounding land uses and are considered appropriate in scale to the existing and future low and medium density residential uses along Fanshawe Park Road East (TLP, Policy 953\_).

The existing access to the subject lands from Fanshawe Park Road East will be closed and access for the proposed development will be provided from Stackhouse Avenue, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP, Policy 255\_). Parking for the stacked townhouse development will be located internally, visually screening the surface parking from the street, encouraging a pedestrian oriented streetscape (TLP, Policy 936\_4). The Site Plan Approval Authority is also directed to consider reducing the amount of surface parking provided in favour of more landscaped amenity area, as the development is currently proposing a parking rate of 1.4 spaces per unit whereas a parking rate of 0.5 spaces per unit is required.

## 4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-14) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

*A minimum front yard depth (Fanshawe Park Road East) of 2.0 metres and exterior side yard depth (Stackhouse Avenue) of 3.0 metres.*

Special provisions to permit a minimum front yard depth (Fanshawe Park Road East) of 2.0 metres and exterior side yard depth (Stackhouse Avenue) of 3.0 metres are proposed by the applicant and recommended by staff. The intent of front and exterior

side yard depths is to ensure sufficient space between the buildings and lot lines to accommodate all onsite functions while still facilitating a pedestrian oriented development. As such, the two stacked townhouse blocks are sited with minimum setbacks, defining the street edge on both Fanshawe Park Road East and Stackhouse Avenue, creating an inviting, active, and comfortable pedestrian environment (TLP 259\_). The reduced setbacks are considered sufficient to ensure for the provision of services, landscaping, and that there are no encroachments into the public right-of-way.

*A minimum interior side yard depth of 2.5 metres when the end wall of a unit contains no windows to habitable rooms.*

A special provision to permit a minimum interior side yard depth of 2.5 metres is proposed by the applicant and recommended by staff with an additional restriction that a minimum interior side yard depth of 2.5 metres be permitted when the end wall of a unit contains no windows to habitable rooms. The intent of interior side yard depths is to ensure sufficient space between the building and lot line to accommodate all onsite functions while mitigating for potential adverse impacts to adjacent properties. In this case, the reduced interior side yard depth refers to the separation distance between the stacked townhouse block oriented towards Fanshawe Park Road East and the adjacent property to the east, in which the conceptual site plan shows a separation of 2.7 metres. The reduced setback is considered sufficient for the provision of onsite functions and is not anticipated to adversely impact the abutting property to the east particularly since these units will contain no windows to habitable rooms.

Note that the boundary trees identified for removal in the tree preservation plan will require consent to injure as a requirement of Site Plan Approval. Should consent to injure not be provided, increased setbacks will be considered at that time.

*A maximum density of 70 units per hectare*

A special provision to permit a maximum density of 70 units per hectare is proposed by the applicant and recommended by staff. The proposed maximum density provision will allow for the implementation of the proposed redevelopment, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character which is defined by current and future low-to medium-density residential developments (TLP 918\_13). Additional mitigation measures to offset any potential adverse impacts of the increased intensity, including a potential reduction in parking, landscaped buffering, and having units that contain no windows to habitable rooms adjacent to the abutting property to the east, will be considered by the Site Plan Approval Authority.

*The unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.*

Staff are recommending an additional special provision to require that unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue. The additional special provisions will further ensure the stacked townhouse units will be oriented towards Fanshawe Park Road East and Stackhouse Avenue defining the street edges while create an inviting, active, and comfortable pedestrian environment (TLP 259\_).

Staff are of the opinion that the above-recommended special provisions comply with The London Plan and are consistent with the *Planning Act* and the *PPS*.

## Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from to permit a 3.5-storey, 26-unit, stacked townhouse development with a maximum height of 12.0 metres and density of 70 units per hectare. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, and conforms to The London Plan. The amendment will facilitate the redevelopment of the subject site and will contribute to the range and mix of housing options within the area.

**Prepared by:**                    **Michaella Hynes**  
**Planner, Planning Implementation**

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

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

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

Copy: Britt O'Hagan, Manager, Current Development  
Michael Pease, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering

## Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1170 Fanshawe Park Road East.

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 1170 Fanshawe Park Road East, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R6 Special Provision (R6-5( )) Zone.
2. Section Number 10.4 of the Residential R6 Special Provision (R6-5( )) Zone is amended by adding the following Special Provisions:

R6-5( ) 1170 Fanshawe Park Road East

a. Regulations

- i. Front Yard Depth (minimum): 2.0 metres
  - ii. Exterior Side Yard Depth (minimum): 3.0 metres
  - iii. Interior Side Yard Depth (minimum): 2.5 metres when the end wall of a unit contains no windows to habitable rooms.
  - iv. Density (maximum): 70 units per hectare
  - v. Building Orientation – The unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990*, c. P13, either upon the date of the passage of this by-law or as otherwise provided by the said section.

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

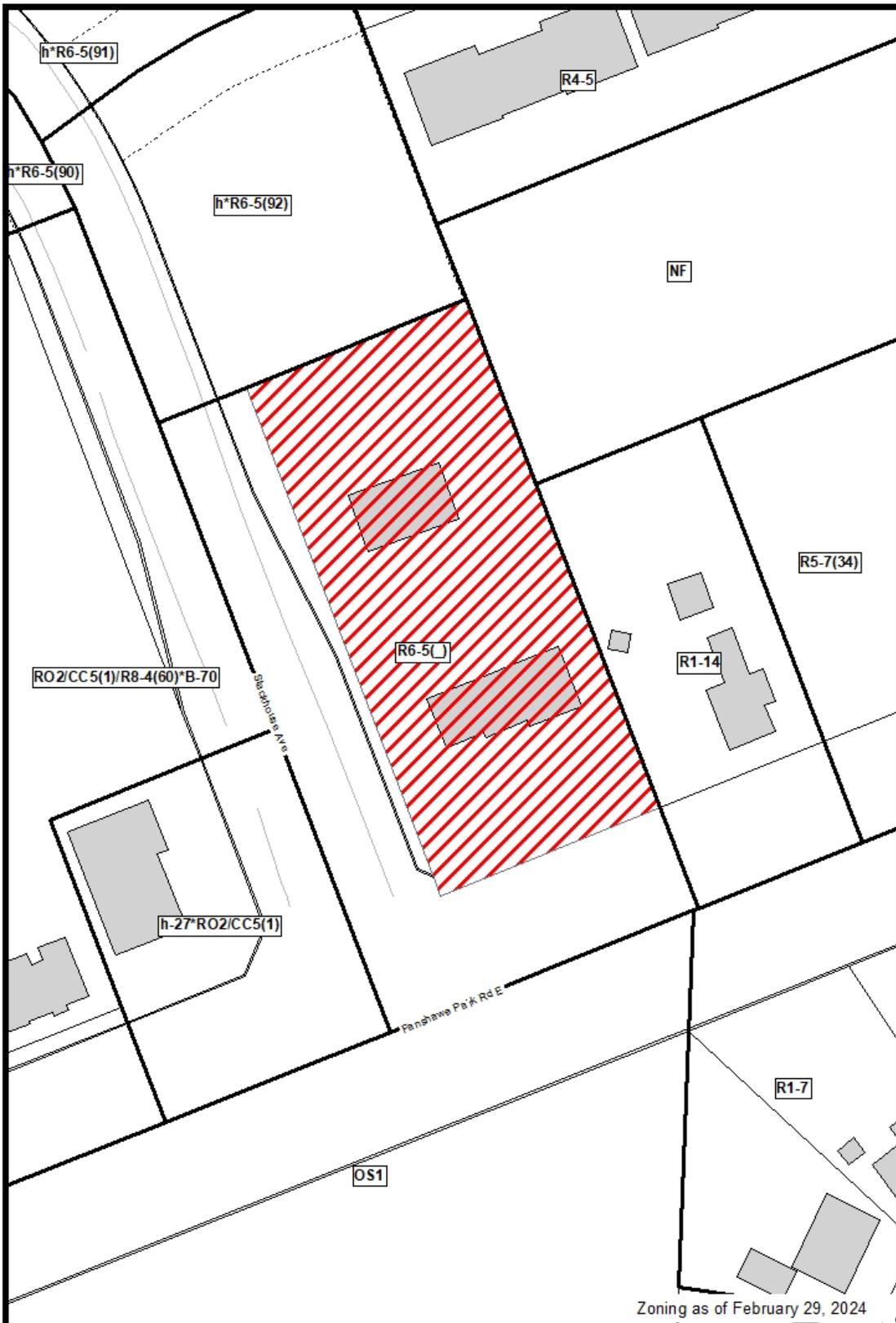
PASSED in Open Council on May 14, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

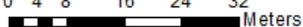
Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024

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



Zoning as of February 29, 2024

<p><b>File Number:</b> Z-9713  <b>Planner:</b> MH  <b>Date Prepared:</b> 2024/03/21  <b>Technician:</b> JI  <b>By-Law No:</b> Z.-1-</p>	<p><b>SUBJECT SITE</b> </p> <p><b>1:800</b></p> <p>0 4 8 16 24 32 Meters </p> <p align="right"></p>
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GeoCadastral

## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Residential
Frontage	40 metres (Fanshawe Park Road East)
Area	0.37 hectares
Shape	Regular (Rectangular)
Within Built Area Boundary	No
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Residential/ Open Space
East	Residential/Neighbourhood Facility/Commercial
South	Residential
West	Residential/ Open Space

#### Proximity to Nearest Amenities

Major Intersection	Fanshawe Park Road East and Highbury Road North (55 metres)
Dedicated cycling infrastructure	Fanshawe Park Road East (onsite)
London Transit stop	Route 25 accessed from Fanshawe Park Road East (110 metres) and route 34 accessed from Stackhouse Avenue (onsite)
Public open space	Blackwell Park (70 metres)
Commercial area/use	Tyner-Shorten Clothiers (30 metres)
Food store	Sobeys North London (1,800 metres)
Community/recreation amenity	Constitution Park (650 metres)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods at the intersection of an Urban Thoroughfare (Fanshawe Park Road East) and Neighbourhood Connector (Stackhouse Avenue)
Current Special Policies	Primary Transit Area
Current Zoning	Residential R1(R1-14) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R6 Special Provision (R6-5( )) Zone

#### Requested Special Provisions

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum)	8.0 metres	2.0 metres	As proposed.
Exterior Side Yard Depth (minimum)	6.0 metres	3.0 metres	As proposed
Interior Side Yard Depth (minimum)	3.0 metres when the end wall of a unit contains no windows to habitable rooms.	2.5 metres	2.5 metres when the end wall of a unit contains no windows to

Regulation (R6-5(_))	Required	Proposed	Recommended
			habitable rooms.
Density (maximum)	30 units per hectare	70 units per hectare	As proposed
Building Orientation			The unit entrances shall be oriented towards Fanshawe Park Road East and/or Stackhouse Avenue.

## Development Proposal Summary

### Development Overview

The recommended action will permit a 3.5-storey, 26-unit, stacked townhouse development with a maximum height of 12.0 metres and density of 70 units per hectare.

### Proposal Statistics

Land use	Residential
Form	Stacked Townhouse Dwellings
Height	3.5-storeys (12.0 metres)
Residential units	26-units
Density	70 units per hectare
Lot coverage	29%
Landscape open space	41%
New use being added to the local community	No

### Mobility

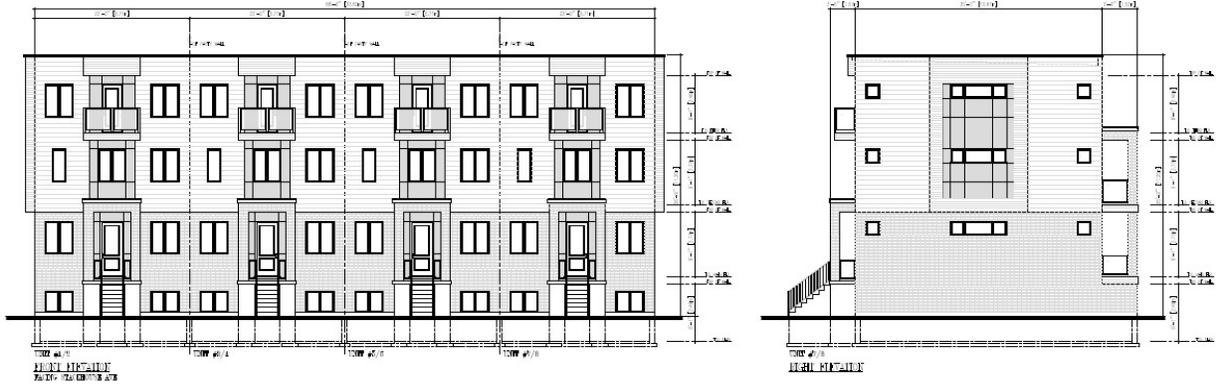
Parking spaces	37 surface parking spaces
Vehicle parking ratio	1.4 space/unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Unknown
Secured bike parking ratio	Unknown
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

### Environment

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



### Building Renderings – Block A – front and right elevations



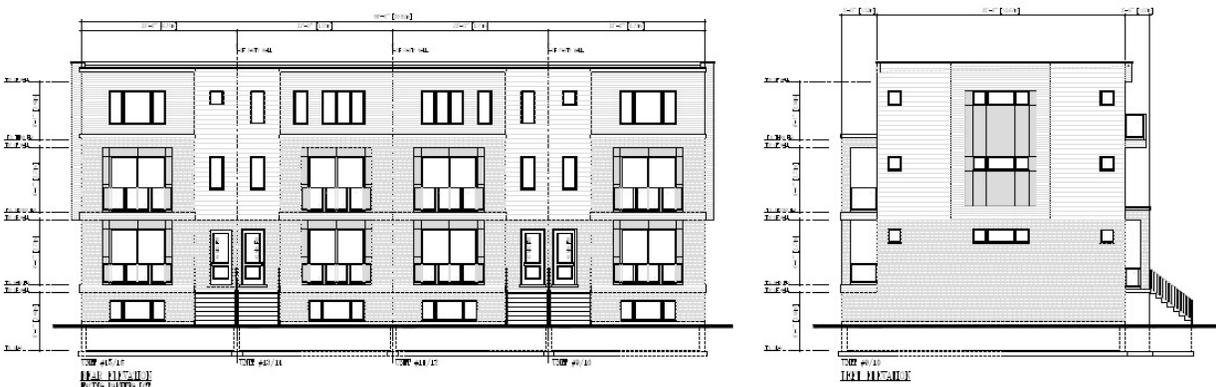
### Building Renderings – Block A – rear and left elevations



### Building Renderings – Block B – front and right elevations



### Building Renderings – Block B – rear and left elevations



## Appendix D – Internal and Agency Comments

### Urban Design

- This site is located within the Neighbourhoods Place Type in The London Plan [TLP], which contemplates the proposed use and height. Urban Design is supportive of the proposed development and commends the applicant for providing a site layout and building design which incorporates built form that addresses both streets, for locating the surface parking behind the buildings and for including individual unit entrances along the street with direct pedestrian walkway access. The applicant is encouraged to continue to incorporate these design features as the proposal moves through the development process.
- Urban Design recommends the following Special Provisions be incorporated into the proposed R6-4 Zone to foster a safe, comfortable, and accessible public realm, and to reduce potential impacts on neighbouring properties:
  - Maximum height
  - Front and exterior side yard depth: minimum 3.0m
  - Building orientation – unit entrances shall be oriented to Fanshawe Park Road E and/or Stackhouse Avenue.

### Matters for Site Plan

- Consider reducing the number of surface parking spaces provided in favour of an at-grade common outdoor amenity space and more landscaped area [TLP Policy 270, 295].
- Extend the 1.5m walkway proposed in front of Units 18-26 (Block C) to the street [TLP Policy 255, 268].
- Provide a public sidewalk or private walkway along the Stackhouse Avenue frontage and ensure the walkways proposed on-site connect to this sidewalk [TLP Policy 255, 268].
- Include facilities for temporary bicycle storage (bike racks) to promote active transportation [TLP Policy 280].
- Provide landscaping to mitigate headlight glare into the windows of the below-grade level.
- Provide a full set of dimensioned elevations for all sides of the proposed buildings with materials and colours labelled. Further comments may follow upon receipt of the elevations.

### UTRCA

- The UTRCA has no objections and/or Section 28 Permit Requirements for application Z-9713 - 1170 Fanshawe Park Road East.

### Parks Planning

#### Matters for Site Plan

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

### Landscape Architecture

- The Development and Planning Landscape Architect does not support the Special Provisions for the reduced exterior side yard setback (Stackhouse Avenue) of 2.0m whereas 6.0m is the minimum required; or the Minimum interior side yard setback of 2.5m whereas 3.0m is the minimum required. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4 is for London to become one of Canada's greenest Cities.
- Boundary trees were identified on the tree preservation plan. Consent to injure or remove will be required. If consent cannot be obtained from co-owner, then a

non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh as follows:

Tree Number	Setback without consent from east property line	Consent
34 Remove	5.7m	1186 Fanshawe Pk Rd E
35 Remove	3.6m	1186 Fanshawe Pk Rd E
37 Injure	3.1m	1186 Fanshawe Pk Rd E
41 Injure	4.1m	1186 Fanshawe Pk Rd E
48 Remove	2.2m	1186 Fanshawe Pk Rd E

#### Matters for Site Plan

- Boundary trees identified in the tree preservation plan, will require consent to injure. This is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review.
- A recommendation for proof of payment for the coordinated removal of one city tree, #62, will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.
- A total of 1905 cm dbh proposed for removal. Replacement trees to be recommendation to Site Plan Review based on total dbh removed. 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. A total of 190 replacement trees will be required within site. Site Plan Control Bylaw planting requirements may be counted as replacement trees. Where there is insufficient space on the same site from which the trees are removed to plant all of the number of Replacement Trees, cash-in-lieu will be calculated by multiplying the number of Replacement Trees that could not be planted on site due to insufficient space by \$350 per tree. DS staff have reviewed the Proposal Summary for the above noted address and provide the following comments consistent with the Official Plan, applicable by-laws and specifications.
- 2 trees [#29, 42] located on 1186 Fanshawe Park Road are proposed for removal. Tree removal consent will be required at Site Plan for acceptance of TPP.
- 1 tree [#2] located on the adjacent property to the north of the subject[Middlesex Con 5 Pt Lot 10 RP] is proposed for removal. Tree removal consent will be required at Site Plan

#### Ecology

- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

#### Notes

- Avoid tree removal within the active bat roosting period (April 30 – September 1) to reduce potential interactions with Endangered bat species, to avoid contravention of the Endangered Species Act.
- Avoid vegetation removal within the active breeding bird period (April 1 – August

30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

### Site Plan

- Provide a common outdoor amenity space sufficient in size and function to accommodate all dwelling units on site.
- Under the current regs they are only required 13 parking spaces (0.5 per unit) whereas they are providing 37; no special provision required.
- The front yard depth and exterior side yard depth requests may have been mixed up. The plans show the front yard (Fanshawe Park Road East) as 2.0m (special provision says 3.0m), and the exterior side yard as 2.9m (special provision says 2.0m). Also, the interior side yard is shown as 2.7m (special provision says 2.5m), the required interior side yard setback should be 6.0m (windows to habitable rooms on all floors), and the maximum density under the R6-4 zone is 30uph (special provision wording says 35uph).

### Matters for Site Plan

- The proposed waste storage setup is generally not supported by the City's Solid Waste Management team due to the proposed storage containers and the proposed location. The City does not service deep waste recycling bins through our contractor, as such recycling will have to be managed privately. For garbage, crews can only collect bins that can be lifted with a front-end fork truck, which are typically forked bins such as Earth Bin and EnviroWorx. As well, municipal waste collection vehicles strongly prefer having a turnaround area on site and will not reverse onto a public roadway (Stackhouse Avenue in this case).
- Identify the proposed snow storage locations and ensure that they do not conflict with landscape planting or the common outdoor amenity space.
- Provide all necessary fire department access information in accordance with Figures 6.3, 6.4, and 6.5 of the Site Plan Control By-law.
- Extend the sidewalk along the rear of units 18-26 to connect to Stackhouse Avenue.
- Enlarge all 1.5 metre sidewalks to be 1.8 metres for accessibility purposes. Refer to the Accessibility Checklist for more information.
- Ensure a 1.5 metre setback is provided between the rear property boundary and the drive-aisle to provide for landscape planting.
- Widen the 2.0 metre sidewalk running along the rear of units 2-16 to be at least 2.1 metres as this sidewalk is abutting a parking area.

### Engineering

- Site grading is to consider the ultimate urban cross section of Stackhouse Ave.
- Given the building arrangement and setbacks proposed, the consultant's options for routing overland flow are limited due to the grading of the fronting ditches. Please see as-con 20154; OLFR should be ultimately be directed to Fanshawe Park road, and not north via Stackhouse Ave.
- Water is available for the subject site from the 400mm DI on Fanshawe Park Rd. There is no municipal watermain on Stackhouse Avenue at this time. The proposal concept shows full development along Fanshawe park road with no room to bring the private watermain service into the site. Demonstrate how the development will be serviced.
- Please confirm with geomatics for the road widening dedication required. The concept plan shows the road widening of 2.7 meter, whereas the required widening is less than the identified on the concept plan. Presently the width from centerline of Fanshawe Park Road East at this location ranges from 18.302m at the westerly limit to 18.286 at the easterly limit as shown on 33R-17525 (Part 6 on 33R-17525 was dedicated by Bylaw s.-5835-8). Therefore, an additional widening of 1.698m is required at the westerly limit and an additional widening of 1.714m at the easterly limit to attain 19.5m from c/l.

- Please note that a 0.3m reserve will be required north of the proposed widening on Fanshawe Park Road East.

#### Matters for Site Plan

##### *Wastewater:*

- The municipal sanitary sewer available to service the subject site is the 600 mm diameter sanitary sewer on Stackhouse Avenue via a 150 mm diameter PDC to this subject lands.
- Engineering drawings will be required demonstrating servicing to the intended municipal outlet with the internal private sewer to be fully contained on private property and not encroach into the ROW as this will not be accepted. If the existing PDC is not in a suitable location, the applicants engineer will be required to abandon the existing PDC and install a new PDC minimum 150mm diameter at 1.0% in a suitable location based on the proposed site layout.

##### *Water:*

- Water is available to service the subject site from the 400 mm diameter watermain located on the south side of Fanshawe Park Road East.
- Water servicing must meet City of London Design Standards.

##### *Stormwater:*

- Given the building arrangement and setbacks proposed, the consultant's options for routing overland flow is limited due to the grading of the fronting ditches. Please see as-con 20154; OLFR should be ultimately be directed to Fanshawe Park road, and not north via Stackhouse Ave.
- As per storm Area Plan drawing 27101, the site at C=0.72 is tributary to an existing 675 mm storm sewer on Stackhouse Avenue. Changes in the "C" value required to accommodate the proposed development will trigger the need for on-site SWM controls designed to the satisfaction of the City Engineer. The design of any required on-site SWM controls shall include but not be limited to, required storage volume calculations, flow restrictor sizing, LID solutions, etc.
- There is not sufficient evidence that this site is serviced by a PDC to the local storm sewer and the applicant is to demonstrate how the site will be serviced.
- The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100-year return period storms.
- The proposed development is medium density residential and therefore shall comply with the approved City Standard Design Requirements for Permanent Private Stormwater System (PPS).
- Considering the number of surface level parking spaces indicated in the application, the owner shall be required to have a consulting Professional Engineer addressing water quality 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, LID filtration or infiltration solutions, etc.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution, all in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and

major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.

- 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 Stoney Creek Subwatershed.
- Additional SWM related comments will be provided upon future review of this site.

*General comments for sites within Stoney Creek Subwatershed:*

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

*Transportation*

- Presently the width from centerline of Fanshawe Park Road East at this location ranges from 18.302m at the westerly limit to 18.286 at the easterly limit as shown on 33R-17525 (Part 6 on 33R-17525 was dedicated by Bylaw s.-5835-8). Therefore, an additional widening of 1.698m is required at the westerly limit and an additional widening of 1.714m at the easterly limit to attain 19.5m from c/l.
- Please note that a 0.3m reserve will be required north of the proposed widening on Fanshawe Park Road East.
- Please also note that a 6 x6m daylight triangle is required at the widened limit of Fanshawe and Stackhouse.
- There is a land of slivers along Stackhouse Ave between road and subject parcel. It needs to be either conveyed to applicant or dedicated to public right-of-way in order have legal access off of Stackhouse Ave.
- Ensure Draft Reference Plan has been registered with City's Geomatic Department for the required widening.

**Heritage**

- This is to confirm that Hertiage staff have received and reviewed the following Heritage Impact Assessment (HIA) submitted as a part of the complete application requirements for the Zoning By-law Amendment application (Z-9713) at 1170 Fanshawe Park Road East:
  - Zelinka Priamo Ltd., Heritage Impact Assessment, Brock Development Group, 1170 Fanshawe Park Road East, City of London, February 2, 2024
- The subject property at 1170 Fanshawe Park Road East is located adjacent to the property at 1186 Fanshawe Park Road East, which is listed on the City's

Register of Cultural Heritage Resources. The Italianate style inspired dwelling on the property was constructed c. 1890 and is believed to be a former manse.

- As per Policy 565\_ of The London Plan,
  - A heritage impact assessment is required for new development on, and adjacent to, heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resources and its heritage attributes.
- Staff have reviewed the HIA (Zelinka Priamo, 2024) and have found the level of detail included in the research, description, and impact assessment to not meet expectations. Heritage staff are not satisfied that the HIA includes a sufficient level of historic research relating to the heritage-listed property at 1186 Fanshawe Park Road East to adequately understand the potential cultural heritage value of the property, and subsequently assess the potential impacts of the proposed development on the adjacent resource.
- Specially, Heritage staff have the following observations related to the HIA for your consideration:
  - The HIA is insufficient in describing study area, which is necessary to understand the context of its resources.
  - The HIA included incorrect reference to a property outside of the vicinity of the subject property.
  - No evidence of historic research presented within the HIA.
  - The HIA notes that an evaluation of the adjacent property at 1186 Fanshawe Park Road East was included within the report; no such evaluation is included within the HIA. An evaluation of a property's cultural heritage value must be undertaken using the criteria of Ontario Regulation 9/06, made under the Ontario Heritage Act.
  - The assessment of impact (Section 3.2) included within the HIA notes that the potential impacts were assessed against the heritage attributes of the adjacent property at 1186 Fanshawe Park Road East. No evaluation was included within the HIA, and thus, no heritage attributes were identified within the HIA. It is not clear that the HIA was based on a comprehensive understanding of potential cultural heritage value, and heritage attributes, of the adjacent property.
- Heritage staff are not satisfied that the minimum best practices and standards for the completion of a Heritage Impact Assessment have been met within this report.
- Notwithstanding the deficiencies of the HIA, Heritage Staff are satisfied that the proposed development will not result in adverse impacts to the adjacent heritage listed property at 1186 Fanshawe Park Road East.

## Appendix E – Public Engagement

### Community Engagement

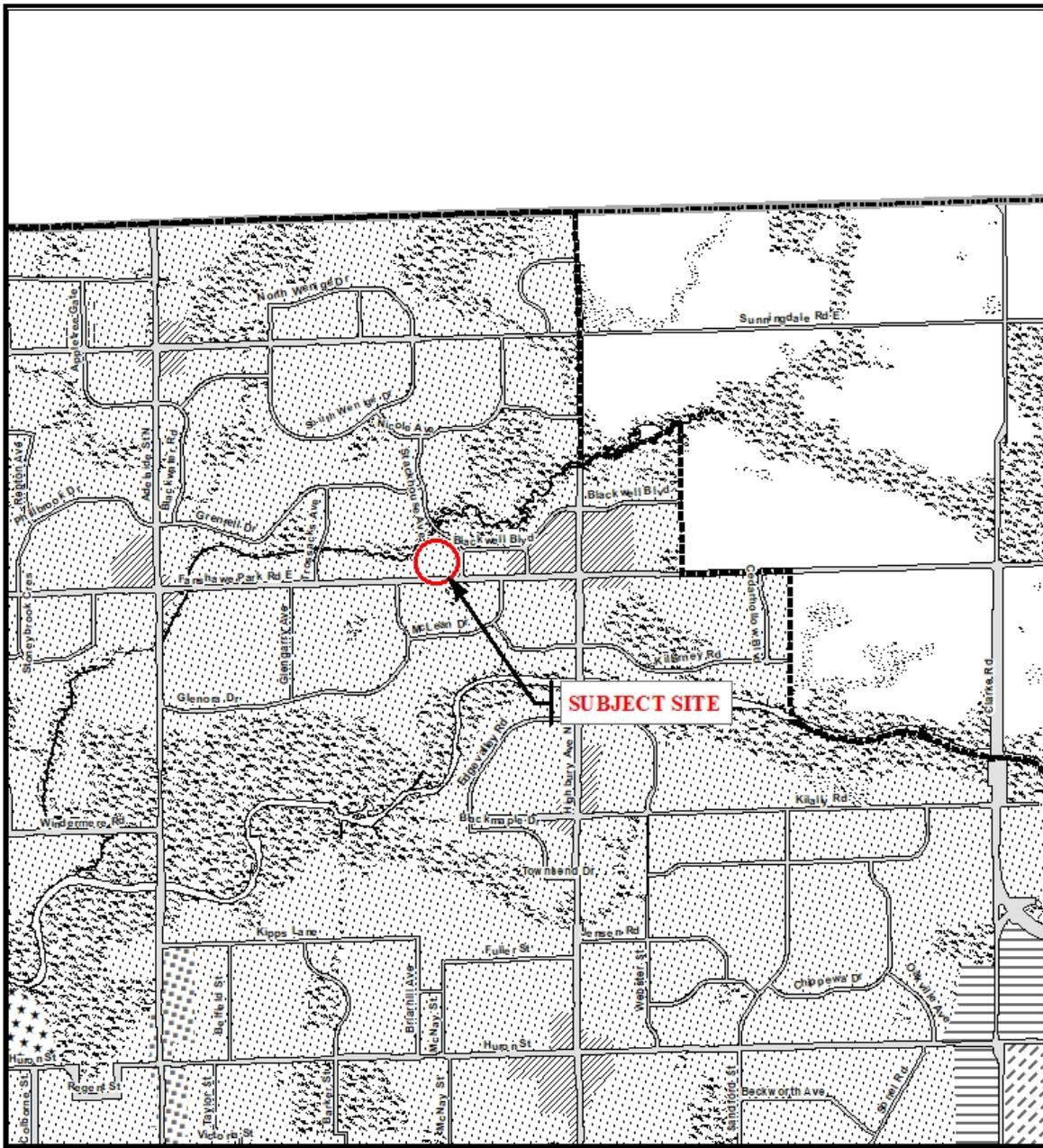
**Public liaison:** On March 1, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 77 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 7, 2024. A “Planning Application” sign was also placed on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to facilitate a 3.5-storey, 26-unit stacked townhouse development with a maximum height of 12.0 metres and density of 70 units per hectare. Possible change to the Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R6 Special Provision (R6-5(\_)) Zone. Special Provisions include: A Minimum front yard setback (Fanshawe Park Road East) of 3.0m whereas 8.0m is the minimum required; Minimum exterior side yard setback (Stackhouse Avenue) of 2.0m whereas 6.0m is the minimum required; Minimum interior side yard setback of 2.5m whereas 3.0m is the minimum required; Maximum density of 70 units per hectare whereas 35 units per hectare is permitted; and to permit a total parking requirement of 35 spaces for the proposed 26 units.. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development.

**Public Responses:** Zero replies received.

# Appendix F – Relevant Background

## The London Plan – Map 1 – Place Types



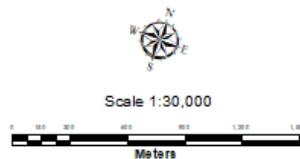
### Legend

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

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

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

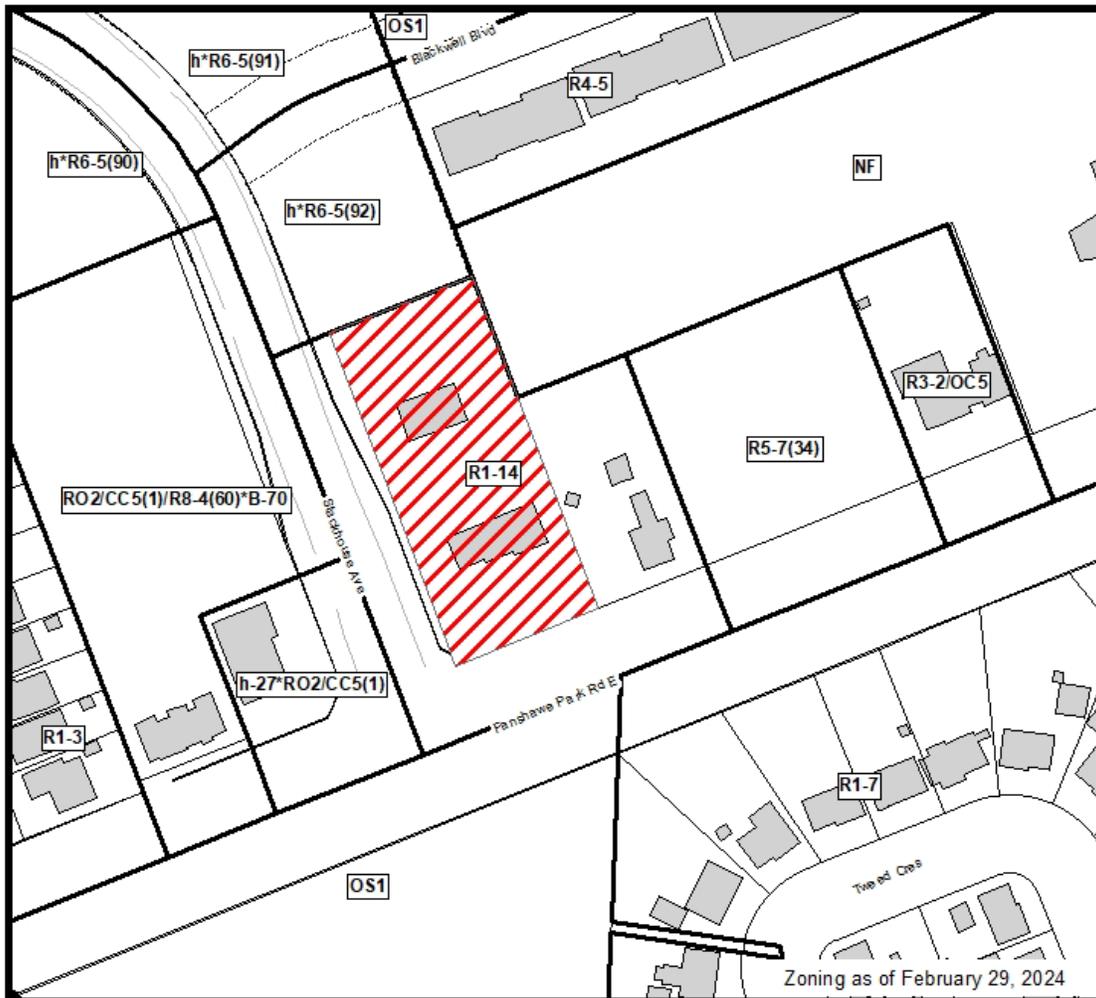
PREPARED BY: Planning & Development



**File Number:** Z-9713  
**Planner:** MH  
**Technician:** JI  
**Date:** 2024/03/21

Project Location: \\file1\gis\work\Planning\Projects\p\_officialplan\work\consol\00\excerpts\_LondonPlan\mxd\Z-9713\_Map1\_PlaceTypes.mxd

# Zoning By-law Z.-1 – Zoning Excerpt



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-14**

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

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            | 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        |                                   |
| AC - ARTERIAL COMMERCIAL                  | AG - AGRICULTURAL                 |
| HS - HIGHWAY SERVICE COMMERCIAL           | AGC - AGRICULTURAL COMMERCIAL     |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL               | TGS - TEMPORARY GARDEN SUITE      |
| SS - AUTOMOBILE SERVICE STATION           | RT - RAIL TRANSPORTATION          |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL |                                   |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|   | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9713

MH

MAP PREPARED:

2024/03/21

JL

1:1,500

0 5 10 20 30 40  
Meters

## Report to Planning and Environment Committee

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

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

**Subject:** East Village Holdings Limited  
376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street  
File Number: TZ-9718, Ward 4

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of East Village Holdings Limited relating to the property located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street:

- (a) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property by extending the Temporary Use (T-79) Zone for a temporary period of three (3) years, **BE REFUSED** for the following reasons:
- I. The requested amendment is not consistent with the policies of the Provincial Policy Statement, 2020;
  - II. The requested amendment is not in conformity with the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character Area policies, Old East Village Core Character Area policies, and General Built Form policies;
  - III. The requested amendment is not in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws;
  - IV. The request does not implement the action items of the Core Area Community Improvement Plan; and,
  - V. The requested amendment would hinder/delay the long-term redevelopment of the site to a more intense, transit-supportive land use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

## Executive Summary

### Summary of Request

Staff are recommending refusal of the request to permit the continuation of the existing temporary residential surface parking lot for an additional three (3) years.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to refuse the request to add a Temporary Zone to permit a surface parking lot for a period not exceeding three (3) years.

### Rationale of Recommended Action

1. The requested amendment is not consistent with the policies of the Provincial Policy Statement, 2020;
2. The requested amendment is not in conformity with the in-force policies of the

Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character Area policies and General Built Form policies;

3. The requested amendment is not in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws;
4. The requested amendment does not implement the action items of the Core Area Community Improvement Plan; and,
5. The requested amendment would frustrate the long-term redevelopment of the site to a more intense, transit-supportive use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Analysis**

### **1.0 Background Information**

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

Z-9576 – March 27, 2023: Report to Planning and Environment Committee recommending refusal of an application by East Village Holdings Limited to permit a surface parking lot for a period not exceeding three (3) years. Planning and Environment Committee referred the matter back to Civic Administration, requesting a report and by-law be brought to a future meeting.

Z-9576 – April 11, 2023: At the request of the Planning and Environment Committee at its March 27, 2023, meeting, Civic Administration prepared a report and by-law, which would permit the site to function as a surface parking lot for a temporary period not exceeding one (1) year.

#### **1.2 Planning History**

The subject lands were previously developed as low density residential. The former dwellings on the seven individual lots were incrementally demolished between 2009 and 2016 and illegally converted to surface parking to serve the residential apartment buildings at 690, 696, 698, and 700 King Street and 400 Lyle Street. The surrounding area consists of a mix of low- and high-density residential uses, along with some office and commercial uses.

Demolition permits were issued for the former residential buildings on the following dates:

- 390 Hewitt Street: July 11, 2016
- 386 Hewitt Street: April 12, 2016
- 382 Hewitt Street: April 12, 2016
- 380 Hewitt Street: September 17, 2014
- 378 Hewitt Street: July 7, 2014
- 376 Hewitt Street: October 7, 2013
- 748 King Street: July 2, 2009

In 2023, East Village Holdings Limited requested to add a new Temporary (T-) Zone to permit a temporary surface parking lot for a period not exceeding three (3) years. On March 27, 2023, Civic Administration recommended the requested amendment be refused. However, the Planning and Environment Committee referred the matter back to Civic Administration, requesting a report and by-law be brought to a future meeting of the Planning and Environment Committee, through the following resolution:

*That, the following actions be taken with respect to the application by East Village Holdings Limited, relating to the properties located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street:*

*a) the application BE REFERRED back to the Civic Administration to report back at the next meeting of the Planning and Environment Committee to allow a temporary zone on the subject property for one year; and,*

*b) pursuant to Section 34(17) of the Planning Act, R.S.O. 1990, c. P. 13, no further notice BE GIVEN;*

*it being noted that the Planning and Environment Committee received the following communications with respect to these matters:*

- the staff presentation; and,*
- the applicant's presentation;*

*it being pointed out that the following individual made a verbal presentation at the public participation meeting held in conjunction with this matter:*

- B. Blackwell, Stantec Consulting.*

On April 11, 2023, a report was presented to the Planning and Environment Committee where the temporary surface parking lot was approved as an accessory use to the neighbouring high-rise development at 700 King Street, 400 Lyle Street, and 737 Dundas Street for a one (1) year period, on the basis that a building permit application for the proposed adjacent apartment tower be submitted prior to extension of the temporary use. Exact wording is as follows;

*“If upon expiration of the Temporary (T-) Zone building permits have not been submitted for the fourth phase of development at 725-737 Dundas St, 389-393 Hewitt St, a portion of 700 King St, and other properties, the owner is advised that no extensions to the Temporary (T-) Zone shall be granted. If building permits have been submitted, an extension of three (3) years may be considered to permit continued use of the parking lot during construction of phase 4.”*

On April 25, 2023, the application was approved by Council to permit a Temporary Zone (T-79) for a period of one year (By-law Z.1.233099). This approved temporary zone permits an accessory parking lot, with design relief through special provisions, requirement for Site Plan Approval to be complete and extension contingent on a related building permit submission.

On March 22, 2024, a building permit application was submitted for the 24-storey mixed use apartment tower at 395 Hewitt Street.

### **1.3 Property Description and Location**

The subject lands are located in the East London Planning District on the northeast corner of Hewitt and King Street. The lands consist of seven properties, six of which front on Hewitt Street and one corner lot fronting on both Hewitt and King Street. The lands are currently developed as a temporary surface parking lot serving the high-density residential apartment building at 700 King Street. The surrounding area consists of a mix of low- and high-density residential uses, along with some office and commercial uses.

#### **Site Statistics:**

- Current Land Use: Temporary surface residential parking lot
- Frontage: 12.3 metres (along King Street), 80.5 metres (along Hewitt Street)
- Depth: 29.7 metres (97.4 feet)
- Area: 0.2 hectares (0.49 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

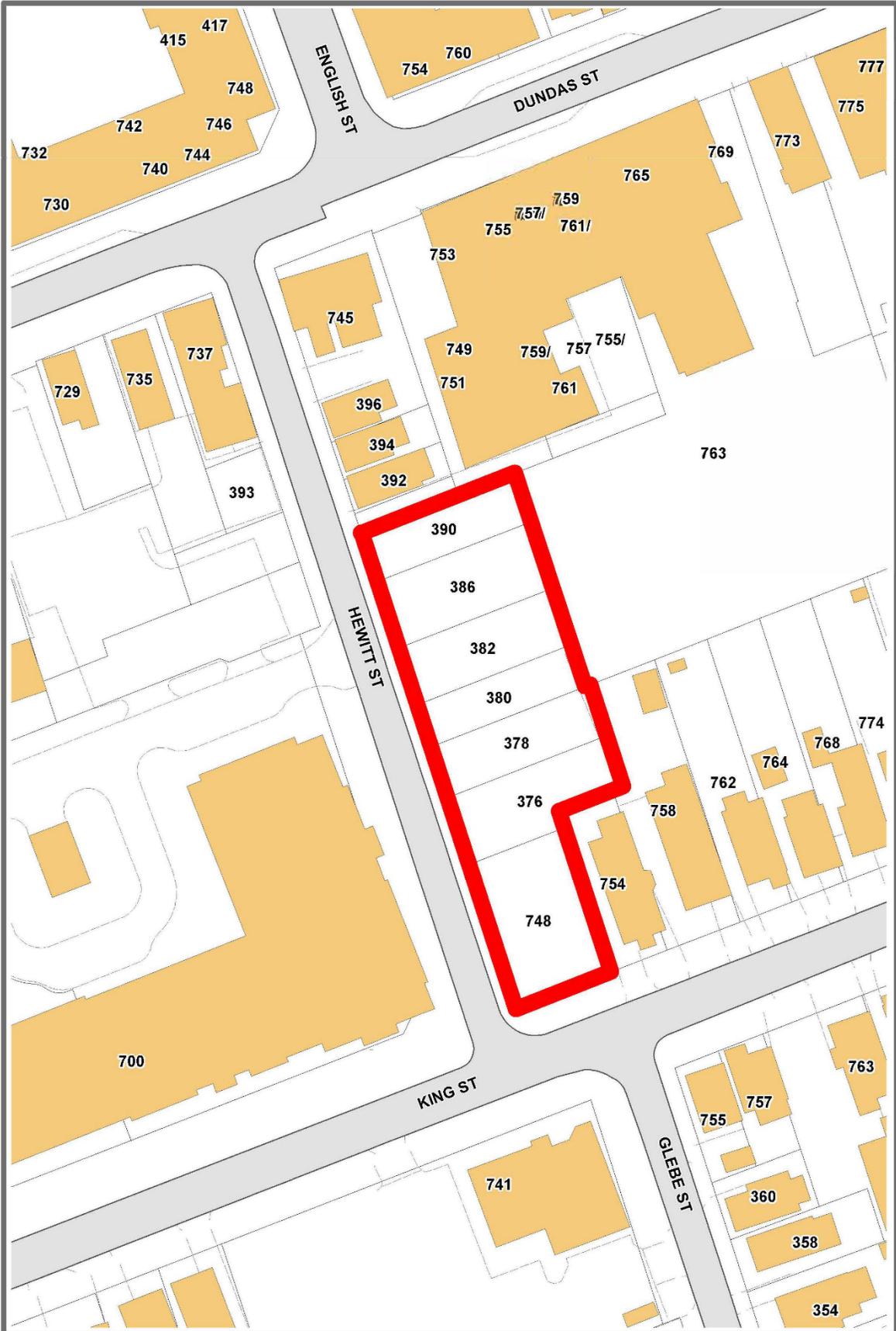
**Surrounding Land Uses:**

- North: Residential
- East: Residential, tavern/public house
- South: Office building, residential
- West: Residential

**Existing Planning Information:**

- The London Plan Place Type: Rapid Transit Corridor (376-382 Hewitt Street and 748 King Street), Urban Corridor (386 and 390 Hewitt Street)
- Existing Zoning: Residential R8 Temporary Use (R8-4/T-79) Zone (376-382 Hewitt Street and 748 King Street), Business District Commercial Special Provision Temporary Use (BDC(2)/T-79) Zone (386 and 390 Hewitt Street)

Additional site information and context is provided in Appendix A.



**LOCATION MAP**

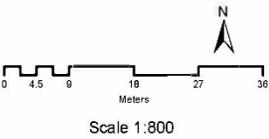
Address: 376-390 Hewitt Street and 748 King Street

File Number: TZ-9718

Planner: Chloe Carnanec

Date: 2024/3/18

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



**Legend**

- Buildings
- Assessment Parcels
- Driveways/Parking Lots
- Draft Approved Subdivisions

Figure 1- Aerial Photo of 376-390 Hewitt Street & 748 King Street and surrounding lands.



Figure 2 – 376-390 Hewitt Street & 748 King Street – north easterly view from Hewitt Street.

## 2.0 Discussion and Considerations

### 2.1 Proposal

The applicant is not proposing any new development as part of this amendment. The request is to permit the continuation of the existing residential surface parking lot for an additional three (3) years.

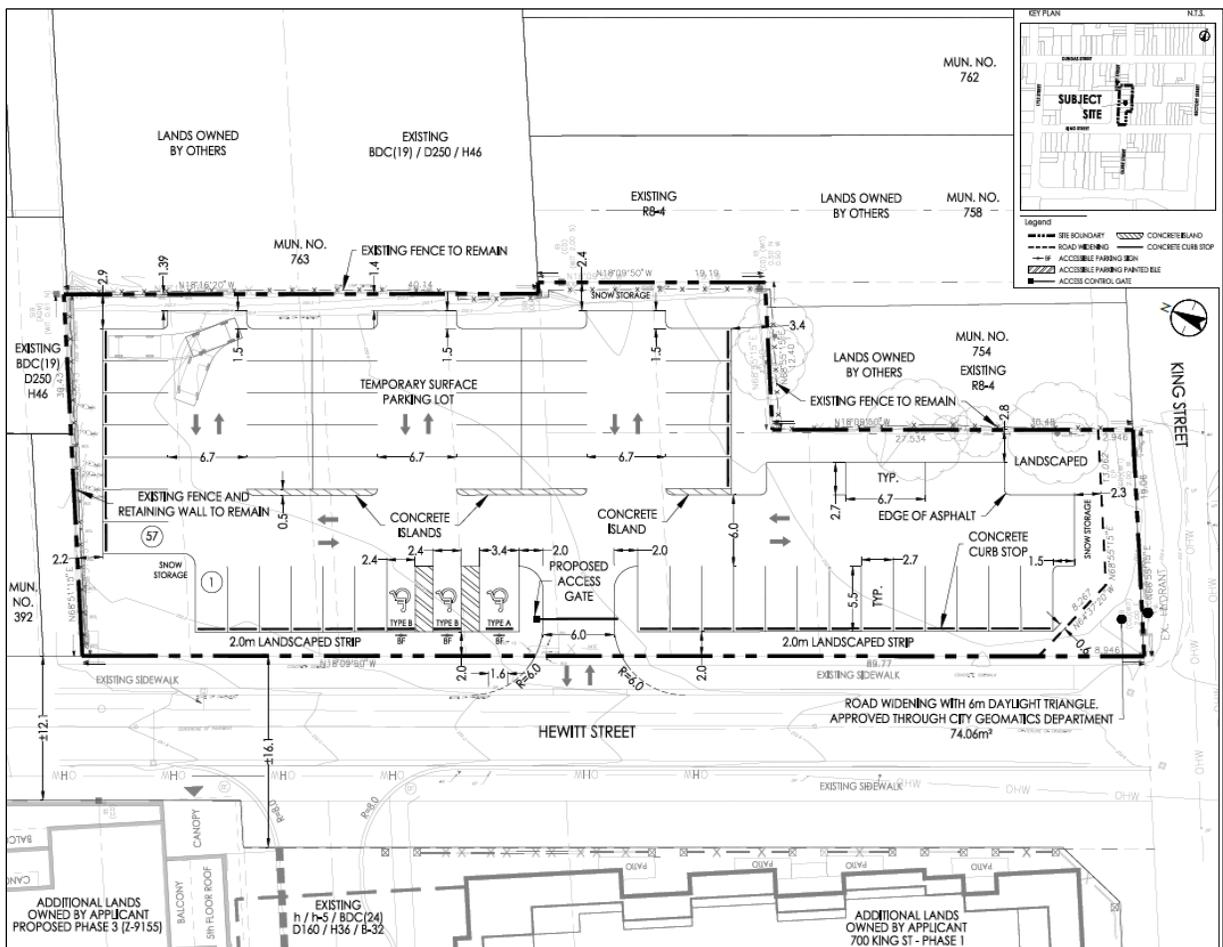


Figure 3 - Conceptual Site Plan (Received March 2024)

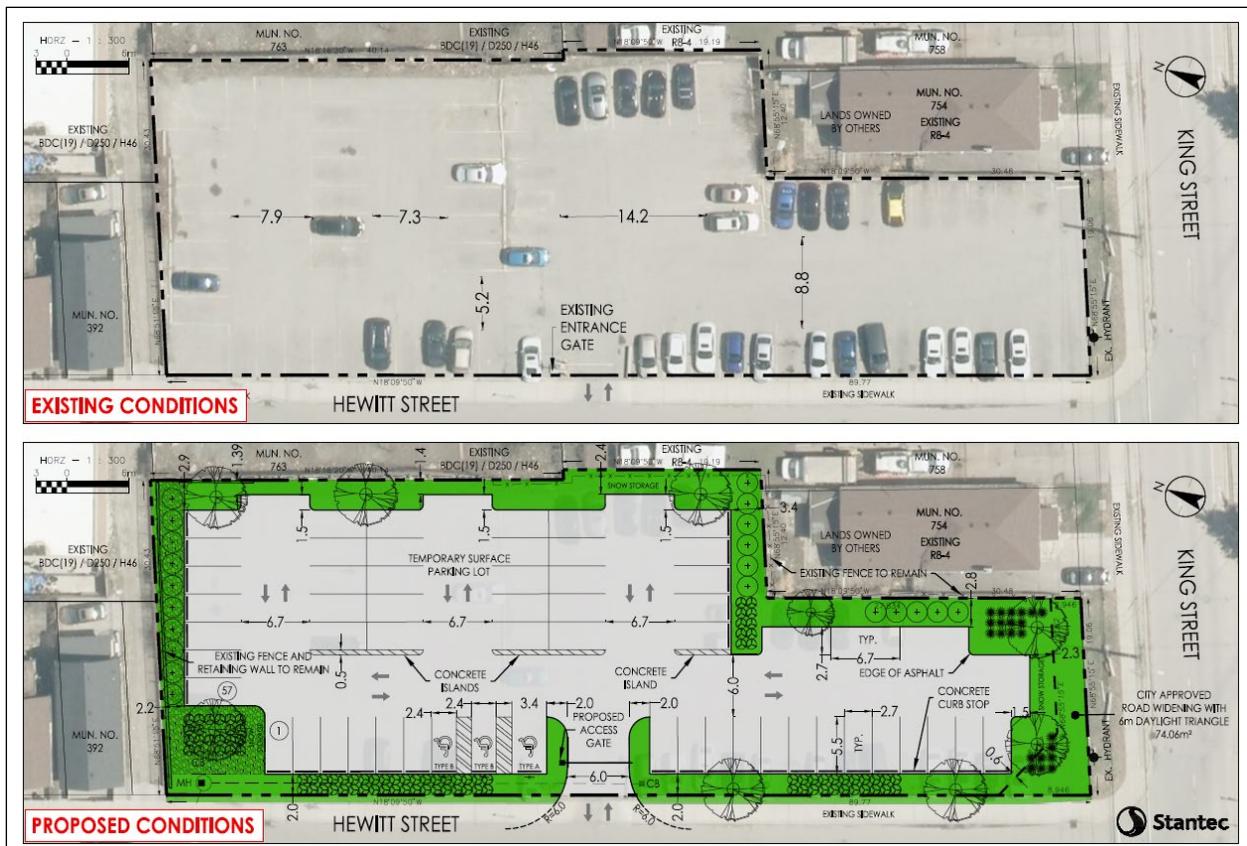


Figure 4 – Existing vs. Proposed Site Conditions (Received March 2024).

## 2.2 Requested Amendment(s)

The applicant is requesting a continuation of the temporary use provisions of the existing Business District Commercial Temporary Use (BDC(2)/T-79) and Residential Temporary Use (R8-4/T-79) Zone to EXTEND the temporary residential parking lot for an additional three (3) years. The existing range of permitted uses would continue to apply to the site, including the following special provisions to the Temporary Zone:

- Parking Area Setback: 2.0 metres from the ultimate road allowance
- Parking Area Setback: 1.0 metres from interior lot lines
- Parking Area Setback: 0.4 metres from the sight triangle

## 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.

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

## 2.4 Public Engagement

On March 5, 2024, Notice of Application was sent to 74 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 March 14, 2024. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

## 2.5 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

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

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

### ***The London Plan, 2016***

The London Plan (TLP) includes evaluation criteria for Temporary Uses, where in enacting a temporary use by-law, City Council will have regard for the following matters (TLP 1672\_ 1-9):

1. Compatibility of the proposed use with surrounding land uses.
2. Any requirement for temporary buildings or structures in association with the proposed use.
3. Any requirement for temporary connection to municipal services and utilities.
4. The potential impact of the proposed use on mobility facilities and traffic in the immediate area.
5. Access requirements for the proposed use.
6. Parking required for the proposed use, and the ability to provide adequate parking on-site.
7. The potential long-term use of the temporary use.
8. In the case of temporary commercial surface parking lots in the Downtown, the impact on the pedestrian environment in the Downtown.
9. The degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands.

Staff are of the opinion that not all the above criteria have been satisfied. An analysis of the deficiencies is addressed in Section 4.0 of the appended report (Appendix D).

### ***Old East Village Dundas Street Corridor Secondary Plan***

#### ***King Street Character Area***

Five of the seven subject properties (379-382 Hewitt Street, and 748 King Street) are located in the King Street Character Area of the Old East Village Dundas Street Corridor Secondary Plan. The King Street Character Area applies area-specific policies to the lands of the Old East Village and surrounding area, applying a planning vision which aims to respect and reinvest in the local cultural heritage resources, provide a variety of retail and commercial uses, promote a safe and welcoming environment for pedestrians and cyclists, as well as establishing safe connection to the local transit systems and surface parking lots. The King Street Character Area focuses on the lands between King Street and Dundas Street. Policies of the Character Area, such as 3.3.2 e), address parking lots and recommend landscaping within and along the edges of parking lots.

General policy for the King Street Character Area mentions specifically that “*along King Street, there are a number of large surface parking lots offering excellent opportunities for transit-oriented intensification. The area between Dundas Street and King Street is characterized by deep lots which offer good high-rise development opportunities.*” The subject lands are captured under this category of large surface parking lots and deep lots that offer excellent opportunity for long-term and permanent development.

Policy 3.3.2. c) delves further into this, stating that the King Street Character Area is “planned to accommodate rapid transit service and high-rise development”. While the current zoning permits up to 13 metres in height, up to high-rise forms are permitted on the site, and more intense development would more accurately reflect the vision of the Old East Village Dundas Street Corridor Secondary Plan than a surface parking lot.

## Old East Village Core Character Area

Two of the seven subject properties (386, 390 Hewitt Street) are located in the Old East Village Core Character Area of the Old East Village Dundas Street Corridor Secondary Plan. The Old East Village Core Character Area applies area-specific policies to lands along Dundas Street, between Adelaide Street and Ontario Street. New development within the Old East Village Core Area should be harmonious with the existing character, rhythm, and massing of the current built form.

Policy 3.3.2. i) provides; “The Old East Village Core and Old East Village Market Block character areas have an existing relatively consistent built form which establishes a continuous street wall. The placement of buildings within these character areas should support this continuous street wall, and exceptions for small plazas, courtyards or patio spaces should be designed to carefully integrate into this established streetscape.”

Staff are of the opinion that the temporary surface parking lot does not meet the intent and purpose of the Old East Village Dundas Street Corridor Secondary Plan. Staff have reviewed the overall policy context, in addition to Section 4.0 of the previous report – Z-9576, March 27, 2023. Staff are in agreement with the previous analysis provided, particularly that the subject lands are characterized as a deep lot that offer excellent opportunity for long-term and permanent development, and the proposed surface parking lot would hinder opportunities for redevelopment in line with the vision of the Secondary plan.

### 3.0 Financial Impact/Considerations

None.

### 4.0 Key Issues and Considerations

#### 4.1 Recommendation

Staff acknowledges that a building permit was submitted on March 22, 2024. The permit was identified by Council as a requirement of the applicant, in order for an extension to the Temporary Zone to be considered. The applicant has also undertaken the Site Plan Approval Process for temporary parking lot and is nearing completion of that process.

The above submissions being noted, there has been no change in Planning Policy since the previous application for a temporary parking lot was submitted in 2023 and no mechanism to compel the property owner to progress through the building permit review process to construction within the 3-year timeframe. Staff’s planning justification and recommendation has not changed based on the direction provided by Council in their original decision on April 25, 2023. Staff still have concerns with the surface parking lot, as the use is not consistent with the policies in The London Plan and the Old East Village Dundas Street Corridor Secondary Plan.

The same planning rationale used in Staff’s original report is still relevant and can be used to justify Staff’s recommendation for refusal of the final proposal. Particularly, the extension of the Temporary Zone would discourage long-term redevelopment of the site with a transit-supportive, and staff still have concerns that the requested extension and proposed site concept plan have little regard for the pedestrian environment. Further, Action Item 10 of The Core Area Community Improvement Plan (CIP) aims to “Discourage the perpetual extension of temporary surface parking lots”. The March 27, 2023, planning report with detailed planning rationale can be read in full and has been included as Appendix D to this report.

## Conclusion

The requested amendment is not consistent with the Provincial Policy Statement, 2020 and does not conform to the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character Area policies and the General Built Form policies. The requested amendment is not in

conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws, and does not implement the action items of the Core Area Community Improvement Plan. Lastly, the requested amendment would hinder/delay the long-term redevelopment of the site to a more intense, transit-supportive use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

**Prepared by:** **Chloe Cernanec**  
**Planner, Planning Implementation**

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

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

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

## Appendix A - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Temporary surface residential parking lot
Frontage	12.3m (along King Street), 80.5m (376-390 Hewitt Street and 748 King Street)
Depth	29.7 metres (97.4 feet)
Area	0.2 hectares (0.49 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Residential
East	Residential, tavern/public house
South	Office building, residential
West	Residential

#### Proximity to Nearest Amenities

Major Intersection	King Street & Adelaide Street North, 430 metres
Dedicated cycling infrastructure	Dundas Street, 81 metres
London Transit stop	Dundas Street, 81 metres
Public open space	Lorne Avenue Park, 500 metres
Commercial area/use	110 metres (immediately adjacent)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Rapid Transit Corridors (376-382 Hewitt Street and 748 King Street), Urban Corridors (386 and 390 Hewitt Street), at the intersection of a Rapid Transit Boulevard (King Street) & a Neighbourhood Street (Hewitt Street)
Current Special Policies	N/A
Current Zoning	Residential R8 Temporary Use (R8-4/T-79) Zone (376-382 Hewitt Street and 748 King Street), Business District Commercial Special Provision Temporary Use (BDC(2)/T-79) Zone (386 and 390 Hewitt Street)

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Continuation of Residential R8 Temporary Use (R8-4/T-79) Zone (376-382 Hewitt Street and 748 King Street), Business District Commercial Special Provision Temporary Use (BDC(2)/T-79) Zone (386 and 390 Hewitt Street)

## Appendix B – Internal and Agency Comments

### **UTRCA – Received March 11, 2024**

- Please be advised that application TZ-9718 - 376 to 390 Hewitt Street and 748 King Street is unregulated and as such, the UTRCA has no objections and/or Section 28 Permit Requirements.

### **Parks Planning – Received March 12, 2024**

- Parkland dedication not required for temporary use. Parkland dedication will be required in the future at the time when the permanent conforming use is developed.

### **London Hydro – Received March 14, 2024**

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

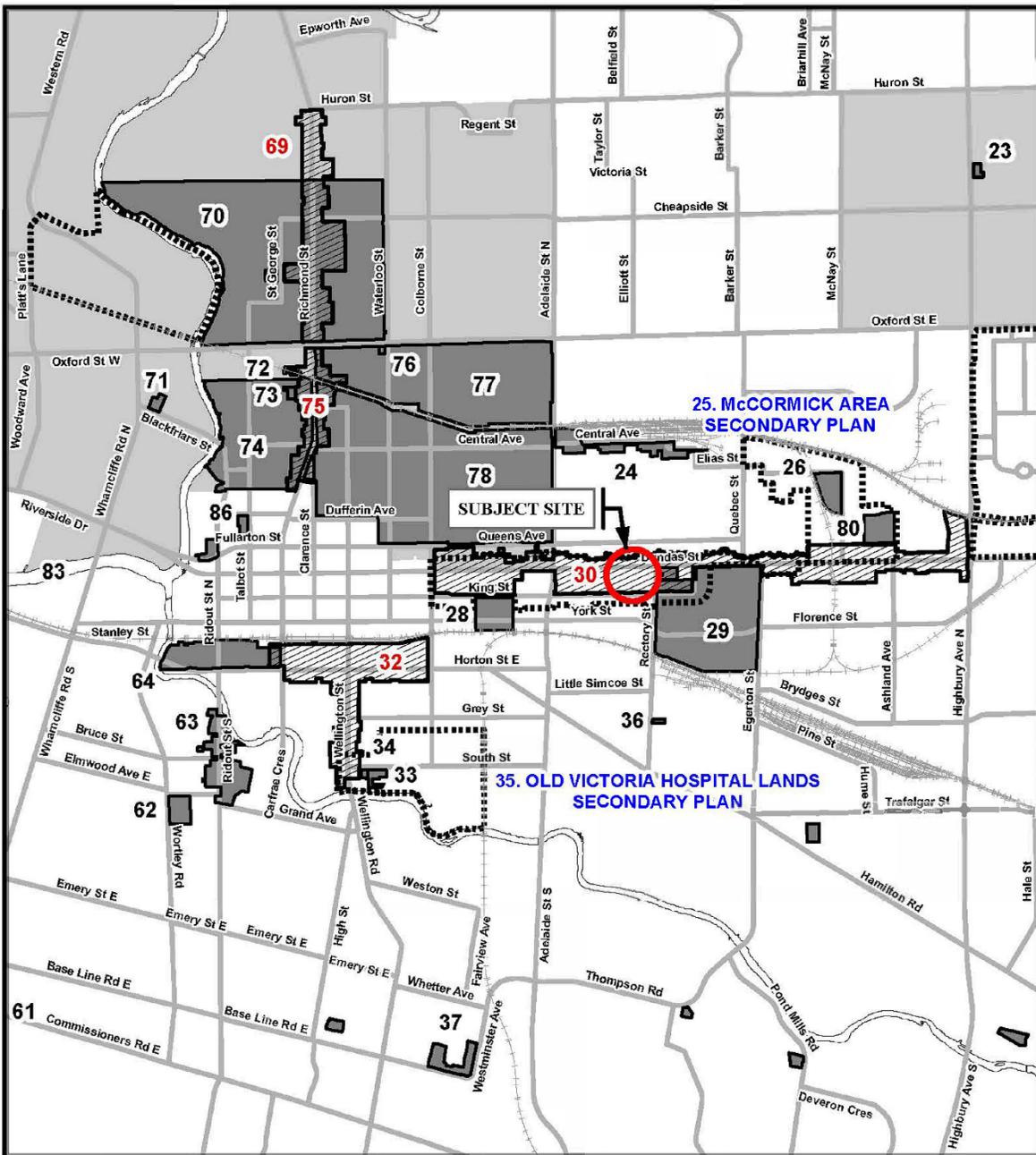
### **Urban Design – Received March 14, 2024**

- The site is located within the Old East Village Core and King Street character areas within the Old East Village Dundas Street Corridor Secondary Plan [OEVDSCSP] as well as the Rapid Transit Corridor and Urban Corridor Place Types in The London Plan [TLP]. Urban Design encourages a residential or mixed-use development for these lands that is consistent with the policies in The London Plan and the Old East Village Dundas Street Corridor Secondary Plan.

### **Ecology – Received March 19, 2024**

- There are currently no ecological planning issues related to this property and/or associated study requirements.





**LEGEND**

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

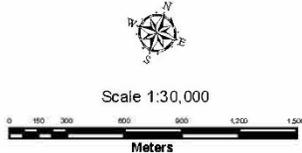
**BASE MAP FEATURES**

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

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

**CITY OF LONDON**  
Official Plan

**LONDON PLAN MAP 7**  
- SPECIFIC POLICY AREAS -  
PREPARED BY: Planning & Development



**FILE NUMBER:** TZ-9718  
**PLANNER:** CC  
**TECHNICIAN:** JI  
**DATE:** 3/18/2024

## Appendix D – Staff Report, March 27, 2023

### Report to Planning and Environment Committee

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

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

**Subject:** East Village Holdings Limited  
376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King  
Street, City File Z-9576, Ward 4

**Date:** March 27, 2023

### Recommendation

That, on the recommendation of the Director, Planning and Development, the following action be taken with respect to the application of East Village Holdings Limited relating to the property located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Residential R8 (R8-4) Zone and a Business District Commercial Special Provision (BDC(2)) Zone **TO** a Residential R8/Temporary (R8-4/T-\_) Zone and Business District Commercial Special Provision/Temporary (BDC(2)/T-\_) Zone **BE REFUSED** for the following reasons:

- i) The requested amendment is not consistent with the policies of the Provincial Policy Statement, 2020;
- ii) The requested amendment is not in conformity with the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character area policies and General Built Form policies;
- iii) The requested amendment is not in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws;
- iv) The request does not implement the action items of the Core Area Community Improvement Plan; and,
- v) The requested amendment would hinder/delay the long-term redevelopment of the site to a more intense, transit-supportive land use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

### Executive Summary

#### Summary of Request

The owner has requested to add a new Temporary (T-\_) Zone to permit the site to function as a surface parking lot for a temporary period not exceeding three (3) years.

#### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to refuse the request to add a Temporary Zone to permit a surface parking lot for a period not exceeding three (3) years.

#### Rationale of Recommended Action

6. The requested amendment is not consistent with the policies of the Provincial Policy Statement, 2020;
7. The requested amendment is not in conformity with the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character Area policies and General Built Form

policies;

8. The requested amendment is not in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws;
9. The requested amendment does not implement the action items of the Core Area Community Improvement Plan; and,
10. The requested amendment would frustrate the long-term redevelopment of the site to a more intense, transit-supportive use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

## Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The introduction of a Temporary Zone for a surface parking lot continues to foster the use of automobiles and is a use that conflicts with the long-term planning of the subject lands for development, which promotes mobility alternatives that are transit-supportive and pedestrian-friendly. See more detail in Appendix B.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

None.

#### 1.2 Property Description

The subject lands are located in the East London Planning District on the northeast corner of Hewitt and King Street. The lands consist of seven properties, six of which front on Hewitt Street and one corner lot fronting on both Hewitt and King Street. The lands are currently developed without City approval as a surface parking lot serving the high-density residential apartment building at 700 King Street. The surrounding area consists of a mix of low- and high-density residential uses, along with some office and commercial uses.



Figure 1: 376-390 Hewitt Street & 748 King Street – north easterly view from intersection of King and Hewitt Streets

### **1.3 Current Planning Information (see more detail in Appendix C)**

- The London Plan Place Type – Rapid Transit Corridor (376-382 Hewitt Street and 748 King Street), Urban Corridor (386 and 390 Hewitt Street)
- Existing Zoning – Residential R8 (R8-4) Zone (376-382 Hewitt Street and 748 King Street), Business District Commercial Special Provision (BDC(2)) Zone (386 and 390 Hewitt Street)

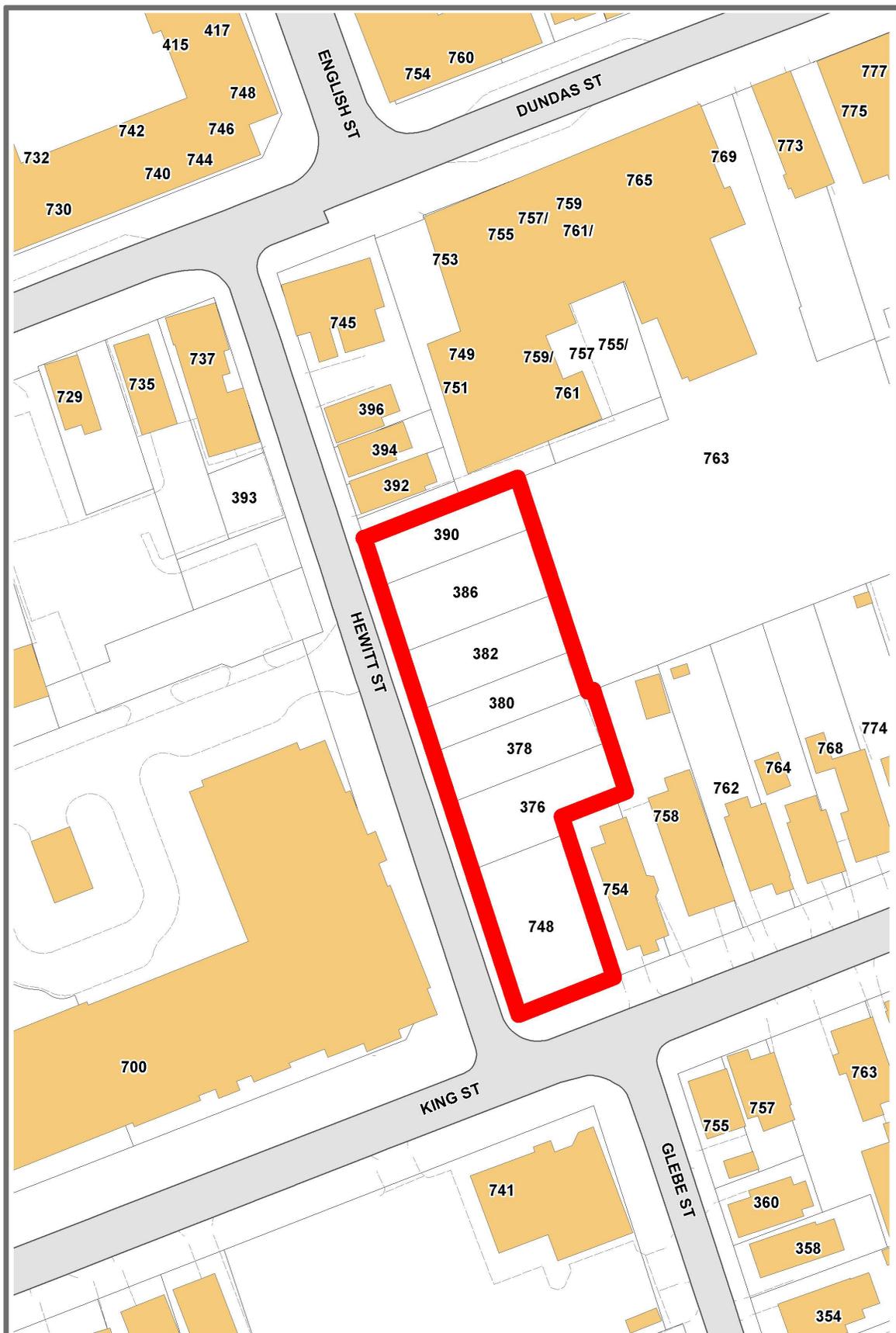
### **1.4 Site Characteristics**

- Current Land Use – Surface parking lot
- Frontage – 12.3m (along King Street), 80.5m (along Hewitt Street)
- Area – 2,325m<sup>2</sup>
- Shape – Irregular

### **1.5 Surrounding Land uses**

- North – Residential
- East – Residential, tavern/public house
- South – Office building, residential
- West – Residential

## 1.6 Location Map



### LOCATION MAP

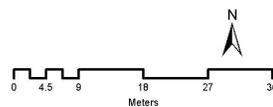
Address: 376-390 Hewitt Street and 748 King Street

File Number: Z-9576

Planner: Catherine Maton and Noe O'Brien

Date: 2023/2/14

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



Scale 1:800

### Legend

-  Buildings
-  Assessment Parcels
-  Driveways/Parking Lots
-  Draft Approved Subdivisions

## **2.0 Discussion and Considerations**

### **2.1 Description of Proposal**

The requested amendment is to add a new Temporary Zone on the subject lands to permit the use of a surface parking lot for a period not exceeding three (3) years, the maximum length of time for a Temporary Zone. While the lots have been converted from residential dwellings to the existing parking lot, the use is not permitted and was not legally established on site.

### **2.2 Planning History**

The subject lands were previously developed as low density residential. The former dwellings on the seven individual lots were incrementally demolished between 2009 and 2016 and illegally converted to surface parking to serve the residential apartment buildings at 690, 696, 698, and 700 King Street and 400 Lyle Street.

### **2.3 Requested Amendment**

The requested amendment is to add a Temporary (T-\_) Zone to permit the site to function as a surface parking lot for a temporary period of three (3) years. The request also includes the following special provisions to the Temporary Zone:

- Parking Setback: Minimum External Property Line Setback (ROW) of 2 metres,
- Parking Setback: Minimum Internal Property Line Setback of 1.0 metres
- Parking Setback: Minimum Daylight Triangle Property Line Setback of 0.4 metres
- Minimum Drive Aisle Width of 6.0 metres
- Minimum Drive Isle Hammerhead Depth of 1.0 metres
- Landscape Island Width: Minimum Interior Islands of 0.5 metres with concrete
- Landscape Island Width: Minimum Entrance Islands of 2.0 metres with landscaping.

It should be noted that drive aisle widths, hammerhead depths, and landscape island widths are not regulations contained in the Zoning By-law, but rather are technical requirements of the Site Plan Control By-law. However, these special provisions were included as special provisions in the owner's requested amendment and have therefore been included in staff's review for overall appropriateness of the requested zoning and development.

### **2.4 Community Engagement (see more detail in Appendix A)**

No written responses or phone calls were received from the public.

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1. Issue and Consideration #1: Use**

The use of the subject lands as a surface parking lot has illegally existed since 2009, beginning with the demolition of the former dwelling at 748 King Street and its conversion to unpaved parking. The use then expanded over time as the remaining six dwellings were incrementally demolished and converted to parking. As the dwellings were demolished, the parking lot was expanded and ultimately formalized with paving, painted lines, and a gate system.

*Provincial Policy Statement, 2020*

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting

land use planning matters shall be “consistent with” the policies of the PPS. The PPS encourages densities and a mix of land uses that make efficient use of the land and infrastructure, as well as land uses that support active transportation and are transit-supportive (PPS 1.1.3.2, 1.7.1, and 1.6.7.4).

Section 1.1.3.2 of the PPS promotes densities and land uses that support efficient use of land and resources, support active transportation, and are transit supportive where transit is planned, exists, or may be developed. The proposed surface parking lot does not support these policies, as its long-term use discourages the potential for future development to a more intense, transit-supportive land use. Furthermore, Section 1.6.7.4 of the PPS encourages land use patterns, densities and a mix of uses that reduces the length and number of vehicle trips and support current and future use of transit and active transportation. The use of the subject property as a surface parking lot encourages vehicle trips and discourages use of alternative modes of transportation, which is inconsistent with the aforementioned PPS policies.

Section 1.7.1 of the PPS encourages long-term prosperity to be supported by maintaining and enhancing the vitality and viability of downtowns and main streets. The use of a surface parking lot on the subject properties would lead to a delay in future development opportunities that would enhance the vitality and viability of the Old East Village and surrounding area, and as such, is inconsistent with this policy.

#### *Old East Village Dundas Street Corridor Secondary Plan*

The subject lands are located in the King Street Character Area of the Old East Village Dundas Street Corridor Secondary Plan [herein referred to as Character Area]. The Character Area applies area-specific policies to the lands of the Old East Village and surrounding area, applying a planning vision which aims to respect and reinvest in the local cultural heritage resources, provide a variety of retail and commercial uses, promote a safe and welcoming environment for pedestrians and cyclists, as well as establishing safe connection to the local transit systems and surface parking lots. The King Street Character Area focuses on the lands between King Street and Dundas Street. Policies of the Character Area, such as 3.3.2 e), address parking lots and recommend landscaping within and along the edges of parking lots.

General policy for the King Street Character Area mentions specifically that “*along King Street, there are a number of large surface parking lots offering excellent opportunities for transit-oriented intensification. The area between Dundas Street and King Street is characterised by deep lots which offer good high-rise development opportunities.*” The subject lands are captured under this category of large surface parking lots and deep lots that offer excellent opportunity for long-term and permanent development.

Policy 3.3.2. c) delves further into this, stating that the King Street Character Area is “planned to accommodate rapid transit service and high-rise development”. While the current zoning permits up to 13 metres in height, a low- to mid-rise development would reflect the policy and sought out development more accurately for the Old East Village Dundas Street Corridor Secondary Plan than a surface parking lot.

#### *The London Plan*

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to plan strategically for a prosperous city by:

- Planning for and promoting strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities;
- Revitalizing our urban neighbourhoods and business areas (Key Direction #1, Directions 1 and 4).

The London Plan also provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within the Primary Transit Area;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing, and revitalizing our downtown, main streets, and urban neighbourhoods;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 3, 4 and 5).

The London Plan also provides direction to place a new emphasis on creating attractive mobility choices by:

- Establishing a high-quality rapid transit system in London and strategically use it to create an incentive for development along rapid transit corridors and at transit villages and stations;
- Focusing intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling;
- Dependent upon context, requiring, promoting, and encouraging transit-oriented development forms (Key Direction #6, Directions 3, 5, and 6).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Implementing “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character;
- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Directions 3 and 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Thinking “big picture” and long-term when making planning decisions – consider the implications of a short-term and/or site-specific planning decision within the context of this broader view (Key Direction #8, Direction 3).

The subject lands are located within the Urban Corridor Place Type (386 and 390 Hewitt Street) and the Rapid Transit Corridor Place Type (376-382 Hewitt Street and 748 King Street), as identified on Map 1 – Place Types. The sites are also in the Old East Village Main Street Specific Segment, as identified on Map 7 – Specific Policy Areas. Both Place Types contemplate a variety of residential, retail, service, office, cultural, recreational and institutional uses (837\_). New surface parking lots are not explicitly permitted in either the Urban Corridor or Rapid Transit Corridor Place Types. Policy 841 of the Place Types directs surface parking specifically to rear and interior side yards, and encourages integrating parking underground and within buildings (841\_12.).

Policy 1672\_ in the Our Tools section of The London Plan also establishes evaluation criteria for Temporary Use By-laws. These criteria are as follows:

*1672\_ In enacting a temporary use by-law, City Council will have regard for the following matters:*

*1. Compatibility of the proposed use with surrounding land uses;*

Land uses surrounding the subject property include residential uses to the east, west, north, and south, a surface parking lot to the northeast, and an office building to the southwest. While in the short-term the use of a new surface parking lot does not conflict with the surrounding uses, legally establishing this use would preclude long-term redevelopment of the site to a more appropriate, transit-supportive land use.

- 2. Any requirement for temporary buildings or structures in association with the proposed use;*

The only structure required to support the use is the parking gate, which is already installed on site. No other temporary buildings or structures in association with the use are proposed.

- 3. Any requirement for temporary connection to municipal services and utilities.*

No temporary connection to municipal services or utilities would be required for the proposed use.

- 4. The potential impact of the proposed use on mobility facilities and traffic in the immediate area;*

There are no impacts anticipated on transportation facilities or traffic in the immediate area from the request to formalize existing parking through a Temporary Zone. However, the use of the subject lands as a parking lot encourages vehicle usage rather than alternative modes of transportation such as the future Bus Rapid Transit system and active transportation.

- 5. Access requirements for the proposed use;*

The subject property currently has one access point from along Hewitt Street, which has been curbed for vehicle access.

- 6. Parking required for the proposed use, and the ability to provide adequate parking on-site.*

As the proposed use is a parking lot, no parking is required to support the use. Rather, the proposed parking lot is accessory to and supports the existing apartment buildings across the street at 700 King Street.

- 7. The potential for long-term use of the temporary zone.*

The site has unofficially operated as a surface parking lot since 2009. Formalizing the use through a Temporary Zone would allow the use to continue and potentially perpetuate the use for the long-term through future extensions of the Temporary Zone. It is preferable that the site be redeveloped with a more intense, transit-supportive use as intended by the existing zoning and policies that apply to the site.

- 8. In the case of temporary commercial surface parking lots in the Downtown, the impact on the pedestrian environment in the Downtown.*

While not applicable, the lot is not located in the Downtown. Notwithstanding, formalizing the use through the introduction of a Temporary Zone would discourage long-term redevelopment of the site with a transit-supportive, pedestrian-friendly development. Staff have concerns that the requested amendment (including the requested special provisions) and proposed site concept plan, have little regard for the pedestrian environment. Little effort has been made to provide for landscaping and buffering along the street line.

- 9. The degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands*

The subject lands were previously used for residential dwellings, and the current zoning would permit mixed-use development at 386 and 390 Hewitt Street and medium density residential uses, such as apartment buildings or stacked townhouses up to 13 metres in height, at 376-382 Hewitt Street and 748 King Street. These intended uses align with other policy direction for the site and the area and would implement the long-term intent of these policies.

As the current parking lot has existed illegally since 2009, legalizing the use through

the requested Temporary Zone could perpetuate the use through future Temporary Zone extensions, which would discourage redevelopment of these lands to a more compatible land use that implements the long-term vision for the area.

### *Core Area Community Improvement Plan*

The Core Area Community Improvement Plan (CIP) covers the area bound by the Thames River to the west, to Egerton Street to the east, from approximately York Street to the south and Queens Avenue to the north, although some sections along the west end of the area (notably along Richmond Street) span up to Oxford Street to the north. The Core Area CIP sets general planning goals for the community, such as improvement to accessibility to the area by active and public transportation, creating accessible, interesting and clean streetscapes, and increasing residential population.

While most of the direction in the CIP implementation section has broad applicability and does not apply to the application, Action Item 10 aims to “*Discourage the perpetual extension of temporary surface parking lots*”. While the requested amendment is not an extension of a Temporary Zone for a legally established surface parking lot, it would have the effect of perpetuating the use by legally establishing it on site. Should Council approve this initial request for the Temporary Zone, the owner would then have the ability to apply for future extensions to the Temporary Zone upon expiration.

### *Zoning By-law Z.-1*

The subject lands are currently split zoned a Residential R8 (R8-4) Zone (748 King Street and 376-382 Hewitt Street) and a Business District Commercial Special Provision (BDC(2)) Zone (386 and 390 Hewitt Street). The R8-4 Zone does not permit commercial parking structures and/or lots, whereas the BDC(2) Zone does. However, the proposed parking lot is not interpreted to be a surface commercial parking lot as the users of the lot are restricted to residents of the apartment buildings at 690, 696, 698, and 700 King Street and 400 Lyle Street. The parking lot is not available for commercial use by the general public. Further, while the BDC(2) Zone prohibits accessory parking lots on Dundas Street between Adelaide Street and Rectory Street, the subject lands are not within the specified location therefore the prohibition does not apply. As such, a portion of the subject lands, being 386 and 390 Hewitt Street, could be used as a surface commercial parking lot subject to Site Plan Approval, provided the plan meets the minimum standards of the Zoning By-law and Site Plan Control By-law.

As previously mentioned, the subject lands are currently used as a parking lot serving the existing apartment buildings at 690, 696, 698, and 700 King Street and 400 Lyle Street. The existing development on these lands (Phases 1 and 2) consist of the following:

- A 24-storey, 325-unit apartment building (northwest corner of King Street and Hewitt Street);
- A 21 storey, 292-unit apartment building (mid-block along King Street);
- A 21 storey, 299 unit apartment building (northeast corner of King Street and Lyle Street).

Phase 3 includes 24-storey 243-unit apartment building at 725, 729, 735, and 737 Dundas Street and 389, 391, and 393 Hewitt Street, and was approved by the Ontario Land Tribunal in June 2022. The approved zoning for all three phases includes a Bonus (B-32) Zone, which requires a minimum of 900 spaces for a total of 1,159 units on site (approximately 0.77 spaces per unit). The approved Site Plan for Phases 1 and 2 includes 73 surface spaces and 493 underground spaces (566 total).

In August 2022, the City approved an amendment to Zoning By-law Z.-1 to reduce parking requirements through a City-wide comprehensive Parking Standards Review. As a result, the minimum parking requirement for apartment buildings is now at a rate of 0.5 spaces per unit, less than the minimum parking rate approved for Phases 1, 2, and 3. Under these new parking standards, a total of 458 spaces would be required for the 916 units approved in Phases 1 and 2, and 580 spaces would be required for the 1,159 units approved in all three phases. As such, it is difficult to justify the use of the subject

lands as an accessory parking lot serving the three existing buildings approved in Phases 1 and 2 when the current parking standards would require substantially fewer spaces.

## 4.2 Issue and Consideration #2: Form

The site concept plan as proposed for the temporary surface parking lot has a number of issues and does not meet the minimum standards of the Zoning By-law and Site Plan Control By-law.

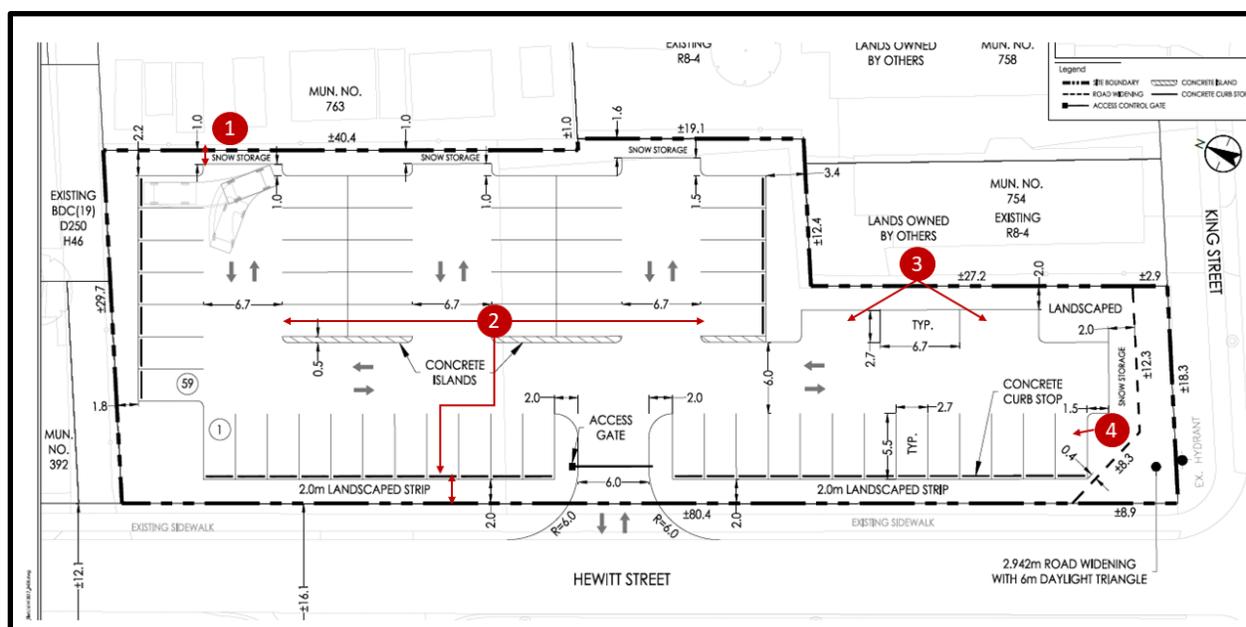


Figure 2: Site Concept Plan for proposed temporary surface parking lot on subject lands, with denoted issues.

Figure 2 depicts the site concept plan, as proposed by the applicant, with numbered identifiers added by City staff denoting the Zoning and Site Plan Control By-law deficiencies affecting site functionality. Numbers 1 through 4 on Figure 2 correspond with the numbered descriptions and recommendations below:

1. The proposed setback from the parking area to the eastern property line is 1 metre, whereas a minimum of 1.5 metres is the minimum required to provide landscaping and buffering between parking and adjacent properties. Larger setbacks are often encouraged between property lines to ensure sufficient space is provided for appropriate buffering. As well, the hammerheads are limited in size which could affect the ability for larger vehicles to safely manoeuvre and reverse out of spaces.
2. Removal of these spaces would allow the north-south drive aisle to satisfy the minimum standard of 6.7 metres, and for the westerly setback of the parking area to the lot line abutting Hewitt Street to be increased from the proposed 2 metres to 3 metres. This is the minimum required setback from a parking area to a street line.
3. These parallel spaces were recommended to be removed to satisfy the minimum 6.7 metre drive aisle requirement and the westerly 3 metre setback requirement from a parking area to a street line. The parallel spaces, as proposed, also lack functionality.
4. This parking space was recommended to be removed to satisfy the required 3 metre setback from the daylight triangle/street line.

In addition to the above issues, other overarching issues with the site concept plan and built form remain, notably with respect to greenery and landscaping. The majority of landscaping is proposed along the westerly edge of the site – there is no landscaping in the interior of the parking lot, as required in section 1.6.1 of the Site Plan Control By-law. The plan does not include planted parking islands, nor does it provide for tree

planting along streets or interior property lines.

The proposed site design and lack of landscaping does not conform to the City Building policies in The London Plan. Policy 249\_ states that neighbourhoods are to be designed with a high-quality public realm in mind. In its current form, the parking lot does not offer much for the public realm due to the lack of street focus or sitting areas, as well as the lack of landscaping and screening onsite. In addition, Policy 270\_ requires the location, configuration, and size of parking areas to be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers. The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas, with surface parking located in the interior side and rear yards (272\_). Lastly, surface parking lots are to be designed to include a sustainable tree growth, and are to be screened by low walls and landscape treatments when located in highly visible areas (277\_ and 278\_).

Lastly, the Old East Village Dundas Street Corridor Secondary Plan also requires landscaping on the edges of and within parking lots, per policy 3.3.2. e).

## **Conclusion**

The requested amendment is not consistent with the Provincial Policy Statement, 2020 and does not conform to the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan, including but not limited to the King Street Character Area policies and the General Built Form policies. The requested amendment is not in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions; the Urban Corridor Place Type and Rapid Transit Corridor Place Type policies; and the evaluation criteria for Temporary Use By-laws, and does not implement the action items of the Core Area Community Improvement Plan. Lastly, the requested amendment would hinder/delay the long-term redevelopment of the site to a more intense, transit-supportive use that is consistent with the policies of the Provincial Policy Statement and in conformity with the policies of the Old East Village Dundas Street Corridor Secondary Plan and The London Plan.

**Prepared by:** Catherine Maton, MCIP, RPP  
Senior Planner, Planning Implementation

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

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

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

Copy:

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

## Appendix A – Public Engagement

### Community Engagement

**Public liaison:** On January 4, 2023, Notice of Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 5, 2023. A “Planning Application” sign was also posted on the site.

No replies were received.

On March 1, 2023, Notice of Application and Notice of Public Meeting was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 2, 2023. The purpose of the second Notice of Application was to correct an omission of the requested special provisions in the initial Notice of Application published in *The Londoner* on January 5, 2023. No revisions to the application were made. A Notice of Public Meeting was published in *The Londoner* on March 9, 2023. **Nature of Liaison:** The purpose and effect of this zoning change is to permit a temporary surface residential parking lot on the subject property for a period not exceeding three (3) years. Possible change to Zoning By-law Z.-1 **FROM** a Residential and Business District Commercial (R8-4 and BDC(2)) Zones which permit medium density residential development in the form of low rise apartment buildings (for the R8-4 Zone) and a mix of retail, residential, and office uses (for the BDC(2) Zone), **TO** a Residential (R8-4/T-\_\_ and BDC(2)/T-\_\_) Zone to additionally permit a surface residential parking lot for a period not exceeding three (3) years. File: Z-9576 Planner: C. Maton

The purpose and effect of this amendment is to permit a surface parking lot for a period not exceeding three (3) years. Possible change to Zoning By-law Z.-1 **FROM** a Residential R8 (R8-4) Zone, which permits medium density residential development in the form of low rise apartment buildings, and a Business District Commercial Special Provision (BDC(2)) Zone, which permits a mix of retail, residential, and office uses, **TO** a Residential R8/Temporary (R8-4/T-\_\_) Zone and Business District Commercial Special Provision/Temporary (BDC(2)/T-\_\_) Zone. The proposed Temporary Zone would permit a surface residential parking lot for a period not exceeding three (3) years. Special provisions to the Temporary Zone would permit: a minimum parking setback to external property lines (ROW) of 2 metres; a minimum parking setback to internal property lines of 1.0 metres; a minimum parking setback to the daylight triangle of 0.4 metres; a minimum drive aisle width of 6.0 metres; a minimum drive aisle hammerhead depth of 1.0 metres; a minimum interior landscape island width of 0.5 metres with concrete; and a minimum entrance landscape island with of 2.0 metres with landscaping. The existing range of permitted uses and the existing special provisions would continue to apply to the site. File: Z-9576 Planner: C. Maton

**Responses:** No written responses and no phone calls were received from members of the public.

### Agency/Departmental Comments

#### Landscape Architecture – January 4, 2023

- No comments.

#### Urban Design – January 10, 2023

- Urban design staff are not supportive of a temporary surface parking lot in this location. The site is located within the Old East Village Core and King Street character areas within the Old East Village Dundas Street Corridor Secondary Plan [OEVDSCSP] as well as the Rapid Transit Corridor and Urban Corridor Place Types in The London Plan [TLP]. Temporary parking lots are not contemplated uses within TLP or the OEVDSCSP. Creating a new surface parking lot will contribute to a car-dominated streetscape in an area that is highly walkable, is close to transit and cycling infrastructure and is located near a future BRT route. As the proposed parking lot is intended for use by

the residents of the adjacent high-rise apartment buildings, the existing parking facilities within those buildings should be sufficient. There are also several municipal parking lots located within walking distance of the site. In addition, the design of the parking lot is in contravention with nearly every design provision within the Site Plan Control By-law as per Table 2 in the applicant's Planning & Design Report, which further indicates this use is not suitable for this site. Urban design staff encourage the applicant to consider a more intense form of residential or mixed-use development for these lands that is more consistent with the policies in The London Plan / OEVDSCSP.

- If the applicant can justify the requested zoning change, the following should be resolved in terms of site design:
  - The size of the landscaped areas should be wide enough to accommodate a tree canopy at 20 years of anticipated tree growth [TLP Policy 277];
  - As this parking area is located in a highly visible location, it should be screened from view with low walls and landscape treatments along the public ROWs [TLP Policy 278];
  - Ensure the lighting of the parking lot does not negatively affect the private amenity space of the adjacent properties [TLP Policy 279]
  - Consider using a more porous and environmentally-friendly paving material other than asphalt as well as providing electric-vehicle charging stations.

#### London Hydro – January 18, 2023

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

#### Parks Long Range Planning & Design – January 20, 2023

- Parkland dedication not required for temporary use. Parkland dedication will be required in the future at the time when the permanent conforming use is developed.

#### UTRCA – January 23, 2023

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

#### **CONSERVATION AUTHORITIES ACT**

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

#### **DRINKING WATER SOURCE PROTECTION: Clean Water Act**

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:  
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

#### **RECOMMENDATION**

The UTRCA has **no objections** or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

#### Engineering – January 25, 2023

- No concerns with the re-zoning to allow the continued use of the temporary parking lot. We do encourage the Applicant to complete the following:
  - In order to address water quality, SWED would suggest the applicant consider incorporating LIDs in the form of rain gardens within the proposed landscaping.

### Site Plan – February 1, 2023

- Comments from the Site Plan Consultation still apply and have not been addressed.
- Minimum parking area setbacks are 1.5m from interior property lines and 3.0m to street lines.
- Locate the parking area a minimum of 1.5 metres from interior property lines and 3.0m from exterior property lines to allow space for landscaping.
- Ensure all drive aisles are a minimum of 6.5m wide.
- Label snow storage on the site plan.
- Demonstrate that the hammerheads at the end of the parking aisles are large enough for vehicles to reverse out of the northern-most spaces.

## Appendix B – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

### Infill and Intensification

Located within the Built Area Boundary: Yes  
Located within the Primary Transit Area: Yes  
Net density change: N/A  
Net change in affordable housing units: N/A

### Complete Communities

New use added to the local community: Yes, surface parking lot  
Proximity to the nearest public open space: 500 metres (Lorne Avenue Park)  
Proximity to the nearest commercial area/use: 110 metres (immediately adjacent)  
Proximity to the nearest food store: 230 metres  
Proximity to nearest primary school: 350 metres (St Mary Catholic Choir School)  
Proximity to nearest community/recreation amenity: 300 metres (London Curling Club); 1.4 km (Boyle Memorial Community Centre); 2 km (Carling Heights Optimist Community Centre)  
Net change in functional on-site outdoor amenity areas: N/A

### Reduce Auto-Dependence

Proximity to the nearest London Transit stop: 81 metres  
Completes gaps in the public sidewalk network: No  
Connection from the site to a public sidewalk: No  
Connection from the site to a multi-use pathway: N/A  
Site layout contributes to a walkable environment: No  
Proximity to nearest dedicated cycling infrastructure: 81 metres  
Secured bike parking spaces: None  
Secured bike parking ratio: N/A  
New electric vehicles charging stations: None  
Vehicle parking ratio: N/A

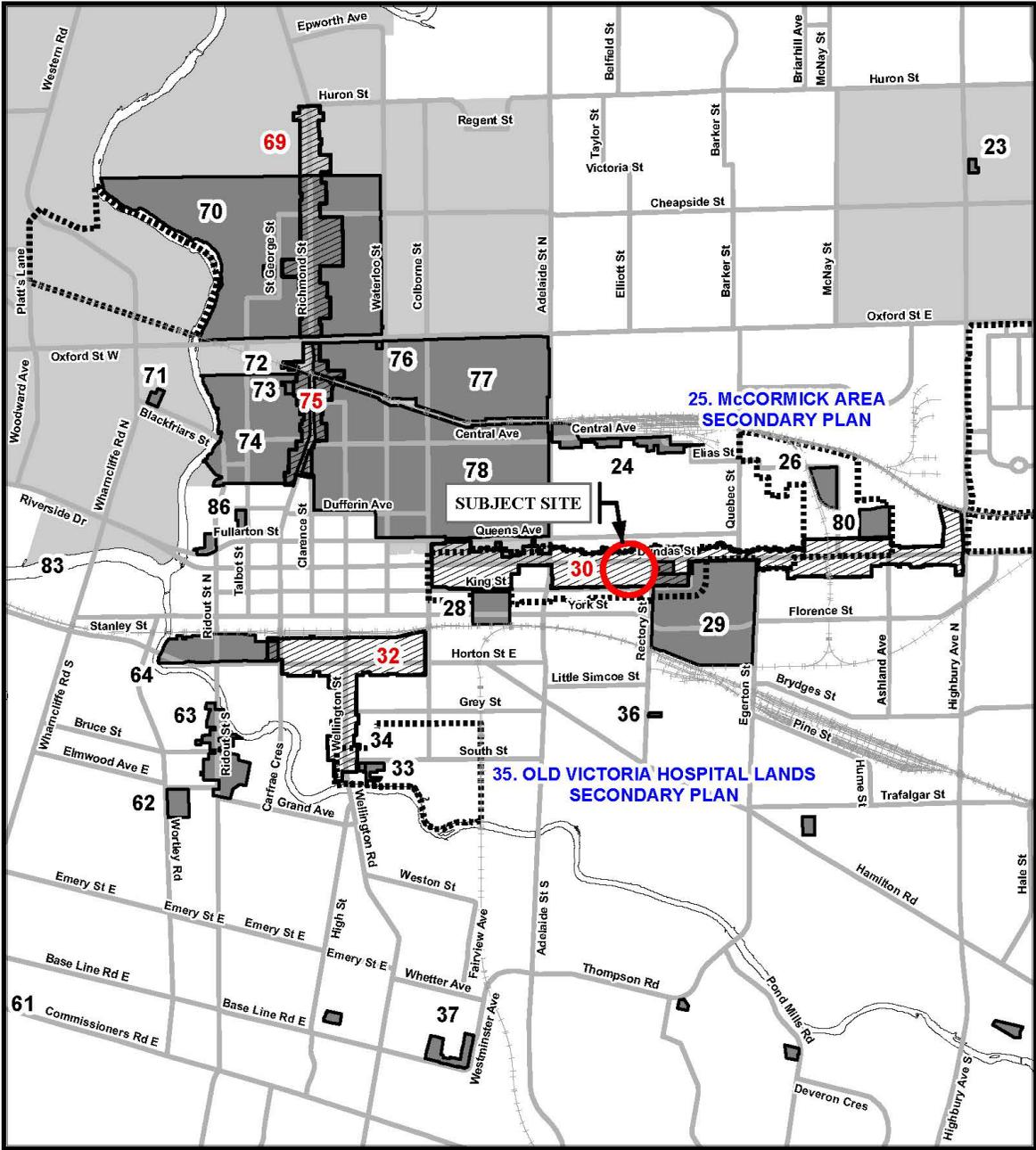
### Environmental Impacts

Net change in permeable surfaces: N/A  
Net change in the number of trees: N/A  
Tree Protection Area: No  
Landscape Plan considers and includes native and pollinator species: N/A  
Loss of natural heritage features: No  
Species at Risk Habitat loss: No  
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): N/A

### Construction

Existing structures on site: No  
Existing structures repurposed/adaptively reused: N/A  
Green building features: No  
District energy system connection: N/A





**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 Planning & Development's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.*

**CITY OF LONDON**  
Official Plan

**LONDON PLAN MAP 7**  
- SPECIFIC POLICY AREAS -

PREPARED BY: Planning & Development



Scale 1:30,000

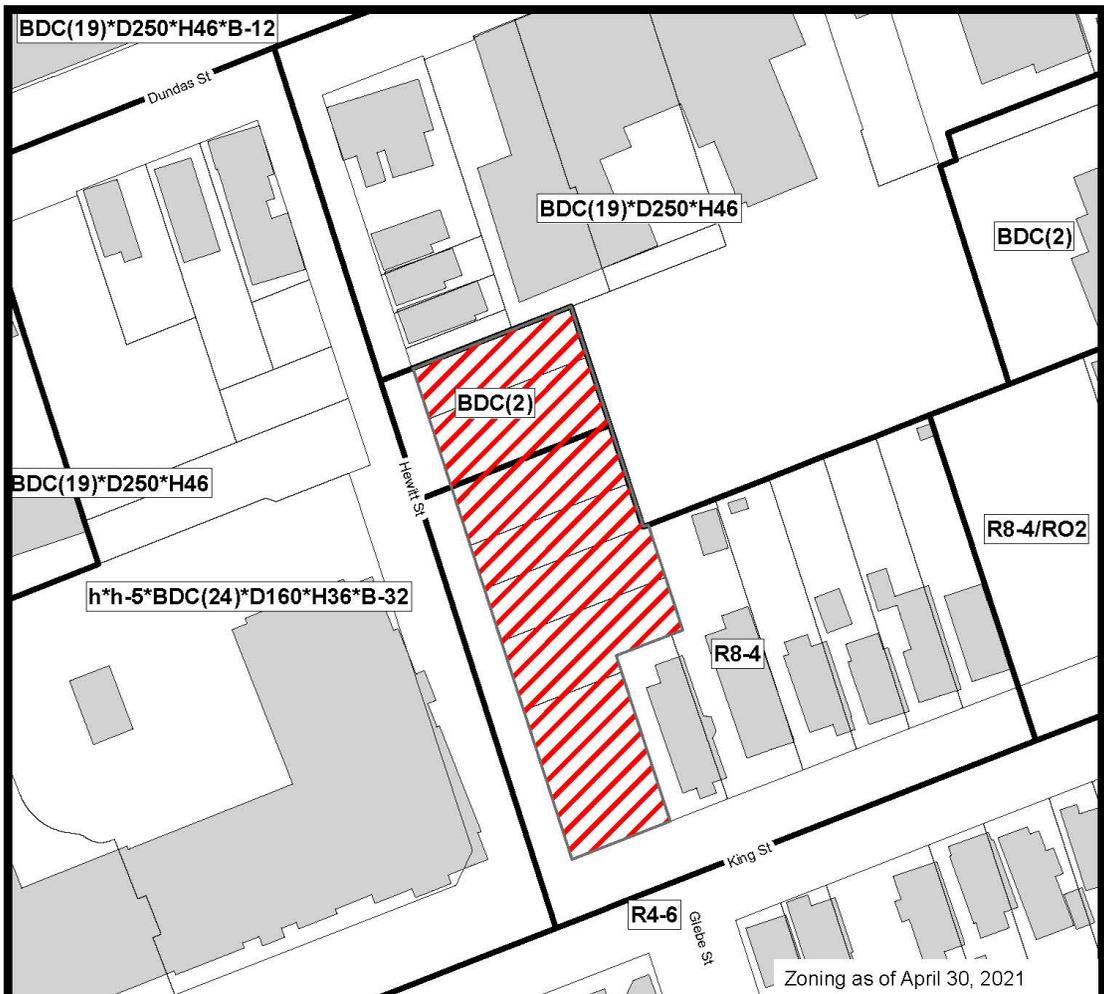


FILE NUMBER: Z-9576

PLANNER: CM/NO

TECHNICIAN: JI

DATE: 2/14/2023



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: BDC(2), R8-4**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9576

CM/NO

MAP PREPARED:

2023/2/14

JJ

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Meters

## Report to Planning and Environment Committee

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

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

**Subject:** Sifton Properties Limited  
2331 Kilally Road and 1588 Clarke Road  
File Number: OZ-9244, Ward 3  
Public Participation Meeting

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Sifton Properties Limited relating to the properties located at 2331 Kilally Road and 1588 Clarke Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 14, 2024 to amend the Official Plan, The London Plan to:
- i) REVISE Map 1 – Place Types – to redesignate a portion of the subject lands **FROM** a Neighbourhoods Place Type **TO** a Green Space Place Type.
  - ii) REVISE Map 3 – Street Classifications - to **ADD** Neighbourhood Connector and Civic Boulevard street classifications;
  - iii) REVISE Map 5 – Natural Heritage - to **AMEND** the limits of the Environmentally Significant Area (ESA) boundary;
  - iv) **ADD** a new Specific Policy to the Neighbourhoods Place Type on the westerly portion of the subject lands to permit triplexes, fourplexes, stacked townhouses, low-rise apartments, small-scale community facilities, emergency care establishments, and rooming houses, and to permit a maximum height of six (6) storeys or 20 metres;
  - v) **ADD** the westerly portion of the subject lands to Map 7 – Specific Policy Areas;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on May 14, 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 lands **FROM** an Urban Reserve (UR4) Zone, an Urban Reserve/Temporary (UR4•T-56) Zone and a Holding Urban Reserve (h-2•UR4) Zone **TO** a Holding Residential R1 (h-17•h-100•R1-4) Zone; a Holding Residential R1 Special Provision (h-17•h-100•R1-4(21)) Zone; a Holding Residential R1/Residential R3 Special Provision (h-17•h-100•R1-3/R3-1(\*)) Zone; a Holding Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (h-17•h-100•R1-1/R3-1(\*\*)/R4-6(\_)) Zone; a Holding Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (h-17•h-100•R1-2/R3-1(\*\*)/R4-6(\_)) Zone; a Holding Residential R3/Residential R4 Special Provision/Residential R5/Residential R6/Residential R7/Residential R8 (h-17•h-100•R3-3/R4-6( \_)/R5-7/R6-5/R7•H20•D100/R8-4•H20•D100) Zone; an Open Space (OS1) Zone; and an Open Space (OS4/OS5) Zone; and an amendment to Subsection 4.21 of the Zoning By-law General Provisions to delete the street classification of Kilally Road, 200 metres east of Clarke Road, as a 'Proposed Arterial';

- (c) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 2331 Kilally Road and 1588 Clarke Road. In addition, the Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) A noise impact assessment and appropriate attenuation measures are incorporated into the design of future residential development blocks with exposure to road noise on Clarke Road;
- (d) The Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of residential subdivision subject to draft plan conditions recommended by the Approval Authority, submitted by Sifton Properties Limited, prepared by Monteith Brown Planning Consultants (Project No. 12-824 ), certified by Jason Wilband O.L.S., dated February 29, 2024, **as red-line amended**, which shows a total of thirteen (13) low density residential blocks; eight (8) low-medium density residential street townhouse blocks; three (3) large medium density residential blocks; six (6) park blocks; one (1) future development block; one (1) block for Stormwater Management (SWM) Pond; seven (7) road widening and reserve blocks; served by a neighbourhood connector and several neighbourhood streets (Kilally Road extension and Streets A, B, C, D & E).

## Executive Summary

### Summary of Request

The request is to amend The London Plan and Zoning By-law Z.-1 to facilitate the development of a residential plan of subdivision with a range and mix of low density single detached, semi-detached, triplex and fourplex dwellings, various forms of cluster dwellings, townhouses and street townhouse dwellings, low-rise apartment buildings, parkland, multi-use pathways and a stormwater management facility, served by six (6) public streets.

This Official Plan amendment, Zoning amendment and Draft Plan of Subdivision will add approximately **570 to 1,115** new residential dwelling units in the City of London. The range is presented as the applicant has come forward with a variety of zones that includes a range of housing choices.

### Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Official Plan and Zoning By-law Amendments to permit the range of uses, intensity and form associated with the proposed plan of subdivision, which is being considered by the Approval Authority.

## Linkage to the Corporate Strategic Plan

**Housing and Homelessness** - A well planned and growing community.

**Wellbeing and Safety** – London has safe, vibrant, and healthy neighbourhoods and communities.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

**April 19, 2021** – Report to Planning and Environment Committee – Kilally South, East Basin, Environmentally Significant Area (1918 to 2304 and 2005 to 2331 Kilally Road) - Public Participation Meeting.

**September 18, 2023** – Report to Planning and Environment Committee – Demolition Request for the Heritage Listed Property at 1588 Clarke Road - Public Participation Meeting.

## **1.2 Planning History**

### Demolition Permit Application - 1588 Clarke Road

An application for demolition of the farm dwelling at 1588 Clarke Road was considered at a Planning and Environment Committee meeting on September 18, 2023. At the Council meeting held on September 26, 2023, Municipal Council resolved: That, on the recommendation of the Director, Planning and Development, with respect to the demolition request for the heritage listed property located at 1588 Clarke Road:

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

Sifton Properties Limited and their consultants have brought forward several suggestions for commemoration of the history of the property and dwelling, including interpretive plaques and panels, dedicating a location in a park or open space block for an interpretive sign, or consideration of naming a street, public walking trail, or SWM pond feature after the family. These suggestions and others will be considered further as the subdivision development proceeds through the detailed planning and design process.

### Kilally South, East Basin Municipal Class Environmental Assessment

In August 2020, a report was received by the Civic Works Committee recommending the Kilally South, East Basin Municipal Class Environmental Assessment be accepted. The purpose of this Municipal Class EA was to evaluate potential stormwater servicing alternatives in the Kilally South, East Basin catchment area to service future neighbourhood developments planned for lands within the area of Clarke Road and Kilally Road in northeast London.

The study area consisted of approximately 124 hectares of predominantly agricultural, rural residential, and open space lands. The preferred stormwater management strategy was to create two infiltration and attenuation SWM facilities and one dry attenuation SWM facility with LIDs (Low Impact Development solutions). SWM Facility 1 (identified as an Open Space block on the subdivision draft plan) is proposed to be a dry infiltration pond providing water quantity and water balance control to residential development within the study area east of Clarke Road.

As part of its motion to accept the Municipal Class EA, Municipal Council directed Civic Administration to initiate an Official Plan Amendment and Zoning By-law Amendment to implement the recommendations of the Subject Lands Status Report and Environmental Impact Study (EIS) prepared in conjunction with the Municipal Class EA (File No. OZ-9275). A report was brought forward to the Planning and Environment Committee on April 19, 2021 recommending the City-initiated amendments to establish the ESA boundaries and unevaluated wetland and vegetation patch delineations identified in the EIS.

### Clarke Road Improvements - Environmental Study Report

On June 25, 2019, Municipal Council passed a motion to accept the Clarke Road Improvements Schedule C Municipal Class Environmental Assessment and direct the City Clerk to file a notice of study completion. The study area for this Class EA included the Clarke Road corridor from its intersection with the recently completed Veterans Memorial Parkway/Fanshawe Conservation Area access road to Fanshawe Park Road East.

Widening Clarke Road to provide additional through lanes, cycling facilities, pedestrian pathways and intersection improvements was identified by the study as the preferred solution to accommodate future travel demands. The recommended road widening along Clarke Road consists of widening the road to accommodate four lanes, with consideration to an ultimate build out to six lanes. The 2021 Development Charges Background Study Update indicates the Clarke Road – Veterans Memorial Parkway Extension to Fanshawe Park Road (2 to 4 through lanes) is currently anticipated to commence construction in 2033.

#### Veterans Memorial Parkway Interchange Environmental Assessment

The Veterans Memorial Parkway Interchange Environmental Assessment was undertaken by the City in 2008 as a long-term planning exercise to identify interchange locations along the entire length of the Veterans Memorial Parkway from Wilton Grove Road to Kilally Road. The VMP EA identified a future interchange (modified single point diamond) at the intersection of Clarke Road/VMP/Fanshawe Conservation Area entrance road, and a future flyover at the intersection of Kilally Road and Clarke Road.

#### Kilally Road Design – Growth Management Implementation Strategy (GMIS)

In addition to the SWM facilities discussed above, other infrastructure projects planned through the GMIS and DC background studies to service future growth and development in this area include an oversized sanitary sewer along Kilally Road extending from just west of Sandford Street to Clarke Road, extension of a new municipal watermain along Kilally Road to Clarke Road, and a two-lane upgrade of Kilally Road between Webster and Sandford. The sanitary sewer is proposed to outlet through the Edge Valley – Phase 2 subdivision being developed by Drewlo Holdings Inc. An application for draft plan of subdivision for the Phase 2 lands is expected to be submitted very shortly. As part of Staff's discussions with the development industry during the annual GMIS update, the City is looking to advance projects in this area to accelerate growth within the Urban Growth Boundary.

### **1.3 Property Description**

The site consists mostly of tableland with cultivated fields above a steep, vegetated slope along the Thames River to the northeast. An older farm dwelling and several outbuildings previously occupied the northwest corner of the property at 1588 Clarke Road together with a small area of deciduous trees and vegetation cover. A single detached bungalow previously occupied the north end of the property at 2331 Kilally Road. The dwelling and accessory outbuildings including a garage, small barn and shed, and an inground swimming pool have recently been removed.

### **1.4 Current Planning Information**

- The London Plan Place Type – “Neighbourhoods” and “Green Space”
- Existing Zoning – Urban Reserve UR4, Urban Reserve UR4/Temporary (T-56), Holding Urban Reserve (h-2•UR4), and Open Space OS5

### **1.5 Site Characteristics**

- Current Land Use – rural residential, agriculture, and open space
- Frontage – approx. 395 metres on Kilally Road
- Depth – approx. 530 metres
- Area – approx. 27.8 hectares
- Shape – Irregular

### **1.6 Surrounding Land Uses**

- North – rural residential, open space, Thames River, aggregate resource extraction and accessory asphalt/concrete batching plant north of the river
- East – conservation area, outdoor recreation, and open space
- South – open space, conservation area entrance, future industrial
- West – hydro transmission corridor, Clark Road/Veterans Memorial Parkway, existing agriculture, and future residential development lands

1.7 Location Map



**LOCATION MAP**

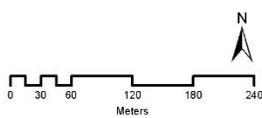
Address: 2331 Kilally Road and 1588 Clarke Road

File Number: OZ-9244/39T-20502

Planner: Larry Mottram

Date: 2024/03/28

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



Scale 1:6000

**Legend**

-  Subject Site
-  Assessment Parcels
-  Submitted Under Review Subdivisions

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The proposed residential subdivision consists of a mix of low density single detached and semi-detached dwellings, various forms of cluster dwellings, townhouse and street townhouse dwellings, low-rise apartment buildings, parkland, multi-use pathways and a stormwater management facility, served by six (6) public streets. The draft plan in front of Committee and Council has undergone several revisions over the course of this application process in terms of revised block configurations and road layout, and adjustments to the limits of the draft plan. The most recent submission consists of thirteen (13) low density residential blocks; eight (8) low-medium density residential street townhouse blocks; three (3) large medium density residential blocks; six (6) park blocks; one (1) future development block; one (1) block for Stormwater Management (SWM) Pond; seven (7) road widening and reserve blocks; served by a neighbourhood connector and several neighbourhood streets.

The Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision application was first accepted on July 16, 2020, there have been several revisions and resubmissions made (March 2021, May 2022 and August 2023) in order to address issues and concerns raised through the departmental/agency circulations. As noted above, the internal road network, block configuration and sizing, park and pathway alignments, and zoning have been revised several times. One of the main challenges during the application review process has been provision for an acceptable second public road access to serve the subdivision from the south.

### 2.2 Requested Amendments

#### Requested Official Plan (The London Plan) Amendments

Map 1 – Place Types to redesignate certain lands from “Neighbourhoods” to “Green Space” to align with the proposed park and open space uses.

Map 4 \* – Active Mobility Network to incorporate the proposed alignment for the Thames Valley Parkway.

Map 5 – Natural Heritage to revise the limits of the ESA to reflect the findings of the Environmental Impact Study (EIS) completed in support of the proposed Draft Plan of Subdivision application.

Map 6 \*\* – Hazards and Natural Resources to redesignate the Maximum Hazard Line.

\* The TVP multi-use pathway extension along the north branch of the Thames River will be applied to Map 4 at such time as the planned routing of the pathway is finalized. Map 4 currently shows a cycling and walking route at a conceptual level. The park/pathway blocks meet the intent of Map 4 and conform with the Active Mobility policies supporting walking and cycling. Therefore, it is staff’s opinion that an amendment to Map 4 will not be necessary.

\*\* As per The London Plan policies (1493\_ and 1500\_) the Erosion Hazard Limits identified on Map 6 are subject to interpretation and refinement without an amendment to the Plan based on technical studies prepared in conformity with the Maximum Hazard Line policies and to the satisfaction of the City and UTRCA. A Geotechnical Investigation and Slope Stability Assessment was submitted and has been reviewed by City and UTRCA in conjunction with the application review.

#### Requested Zoning Amendments

Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve UR4 Zone, an Urban Reserve/Temporary (UR4•T-56) Zone, and a Holding Urban Reserve (h-2•UR4) Zone to:

- Residential R1 (R1-4) Zone – to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres;
- Residential R1 Special Provision (R1-4(21)) Zone – to permit single detached

dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres, together with a special provision for a dwelling setback from a high-pressure pipeline of 20 metres (minimum);

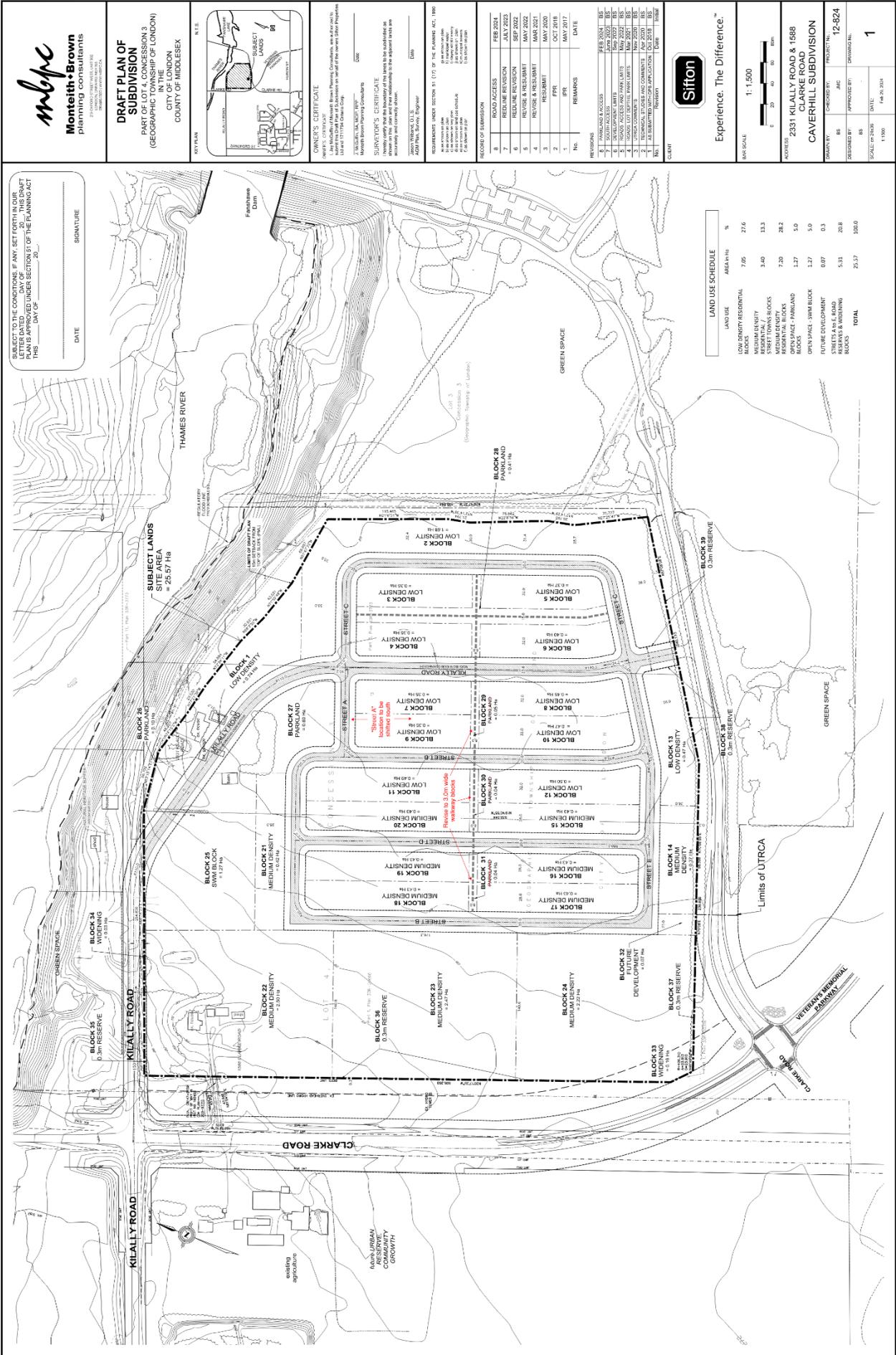
- Residential R1/Residential R3 (R1-3/R3-1) Zone – to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10.0 metres; in addition to a range of dwelling types including semi-detached, duplex, triplex and fourplex dwellings;
- Residential R1/Residential R3/Residential R4 Special Provision (R1-1/R3-1/R4-6(\*)) Zone – to permit single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9.0 metres; a range of dwelling types including semi-detached, duplex, triplex and fourplex dwellings; and street townhouses with a minimum lot area of 145 square metres per unit and a minimum lot frontage of 5.5 metres per unit, together with a special provision for a lot coverage of 50 percent (maximum);
- Residential R1/Residential R3/Residential R4 Special Provision (R1-2/R3-1/R4-6(\*)) Zone – to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9.0 metres; a range of dwelling types including semi-detached, duplex, triplex and fourplex dwellings; and street townhouses with a minimum lot area of 145 square metres per unit and a minimum lot frontage of 5.5 metres per unit, together with a special provision for a lot coverage of 50 percent (maximum);
- Residential R3/Residential R4/Residential R5/Residential R6/Residential R7 Special Provision/Residential R8 Special Provision/Residential R9 Special Provision (R3-3/R4-6/R5-7/R6-5/R7•H20•D100(\*)/R8-4•H20•D100(\*)) Zone – to permit a broad range of dwelling types such as single detached, semi-detached, duplex, triplex and fourplex dwellings; street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres; senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities, and emergency care establishments up to a maximum density of 100 units per hectare and maximum height of 20 metres; apartment buildings, stacked townhouses, and lodging house class 2 up to a maximum density of 100 units per hectare and maximum height of 20 metres;
- Open Space OS1 Zone – to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Open Space OS4/OS5 Zone – to permit conservation lands, conservation works, golf courses without structures, public and private parks without structures, cultivation or use of land for agricultural/horticultural purposes, and passive recreation uses which include hiking trails and multi-use pathways.

Holding (h-108 and h-109) provisions have been requested to be applied to the R1-1/R3-1/R4-6(\*) Zone proposed for Medium Density Block 14 and to the Future Development Block 32 to ensure these parcels are developed in conjunction with abutting lands, to the satisfaction of the City, prior to removal of the holding symbols.

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

<b>Blocks</b>	<b>Zone</b>	<b>Special Provisions</b>
Blocks 4, 6, 7 & 8	R3-1(*)	<ul style="list-style-type: none"> <li>Prohibited Use: Fourplex dwellings (Staff recommended)</li> </ul>
Blocks 9 – 21 & 32	R3-1(**)	<ul style="list-style-type: none"> <li>Prohibited Uses: Triplex dwellings; Fourplex dwellings (Staff recommended)</li> </ul>
Blocks 9 – 24 & 32	R4-6(_)	<ul style="list-style-type: none"> <li>Lot Frontage (Minimum): 6.7 metres per unit; (Staff recommended)</li> <li>Lot Coverage (Maximum): 50 percent (Applicant requested)</li> </ul>
Blocks 22 - 24	R7*H20*D100 R8-4*H20*D100	<ul style="list-style-type: none"> <li>Maximum height: 20 metres;</li> <li>Maximum density: 100 units per hectare (both Applicant requested)</li> </ul>

## 2.3 Proposed Draft Plan of Subdivision



## 2.4 Community Engagement (see more detail in Appendix C)

### 2.4.1 Public Comments

Two (2) telephone inquiries and seven (7) written responses were received from the public. In addition, there were five (5) email requests for clarification and further information. The main concerns expressed are summarized below in italics with Staff's responses to these concerns:

- *Concerns with subdivision access from Kilally Road, the increased traffic, impacts on privacy, treed slopes and natural environment.*

Kilally Road east of Clarke Road will require widening and upgrading to a fully serviced public road to service the proposed subdivision. The alignment of the future extension of Kilally Road through the subdivision must also meet the City's design standards which provides for a minimum of 110 metres centerline radii for a Neighborhood Connector. The subdivision road layout has undergone several revisions, in particular revisions to the alignment and location of the main Neighbourhood Connector which must ensure that a future public road connection to the south will have sufficient separation distance to protect for the future Clark Road/VMP interchange. The minimum offset spacing between an interchange and intersection should be 400 metres in accordance with the Veteran's Memorial Parkway Interchange EA and the City's Access Management Guidelines. Consideration must also be given in the subdivision design to protecting for the future Kilally Road "fly-over" of the VMP in terms of road widening dedications, grade separation, and access restrictions. It is expected that a section of the treed slope on the north side of Kilally Road will be impacted because of required upgrades and eventual construction of the fly-over. However, in terms of traffic and privacy impacts on the existing residence north of Kilally Road, the curvature of the road has been re-aligned to meet minimum standards which has shifted the road connection further to the west from what had been previously shown.

- *Concerns for how driveway access to the existing residential property on Kilally Road will be maintained and made safe.*

The subdivider will be required to demonstrate how access for the existing property at 2304 Kilally Road will be maintained in a safe manner. This will be addressed as part of the conditions of draft plan approval, and details of the driveway access will be reviewed in conjunction with the engineering drawings and subdivision agreement.

- *Protection for an existing aggregate operation in the area from incompatible development that could otherwise hinder or preclude its expansion and continued use.*

The aggregate operation is located north of the Thames River, separated from the subject lands by an open space corridor that is approximately 300 to 400 metres wide and heavily forested. A noise feasibility study was prepared by HGC Engineering Ltd. (March 2020) and submitted with the application which undertook a screening assessment of potential noise impacts from existing commercial/industrial activities in the surrounding area. The report indicates this operation is located greater than 300 metres from the site, outside the potential influence area for Class II facilities per the Ministry of the Environment, Conservation and Parks (MECP) D6 guidelines and therefore unlikely to cause significant impact.

- *Potential noise and visual impacts from the existing aggregate operation and asphalt plant on medium density residential development blocks. Request site-specific noise and visual impact studies be completed; and,*
- *Impact from fugitive fumes and odours from nearby asphalt production facilities.*

When details of the medium density development blocks closest to Clarke Road are available, a detailed noise study providing acoustic recommendations for the blocks will

be performed. As noted in the above recommendation clause, the Site Plan Approval Authority will be requested to ensure noise impact assessments are undertaken and appropriate attenuation measures are incorporated into the design of future residential developments. The Noise Feasibility Study also recommends warning clauses be used to inform future residents of potential traffic noise issues and the presence of nearby commercial/industrial facilities. As part of the preparation of conditions of draft plan approval for the proposed subdivision, staff will draft site-specific warning clauses to inform future occupants for all residential lots and blocks in the subdivision of the nearby aggregate operation and asphalt plant.

- *Concern for potential PCB contaminated soils on-site.*

This concern was reviewed with staff from the City's Engineering and Environmental Services Department and an email response was provided to the resident early in the process. Most of the historical PCB related impacts are known to have been identified in the Pottersburg Creek and Walker Drain to the south. City staff are not aware of any data records or other information that would suggest migration of PCB contaminants as far north as the subject lands at 1588 Clarke Road and 2331 Kilally Road.

The subject lands are located approximately a kilometre away from the former Westinghouse property and have historically been used for residential and agricultural uses. Intervening land uses on the east side of Clarke Road are characterized by agricultural and a mix of small-scale industrial, commercial, and institutional uses closer to Huron Street. The recently extended Veteran's Memorial Parkway now traverses the area to connect with Clarke Road, just south of the main entrance to Fanshawe Conservation Area.

Given the history of land use on the subject lands, adjacent land uses, and distance from the former Westinghouse property, there was no reason to suspect soils contamination or require a Record of Site Condition as part of a complete application submission.

#### **2.4.2 UTRCA Landowner Comments:**

The main concerns expressed from the Conservation Authority are summarized below in italics with Staff's responses to these concerns:

- ***Permanent Subdivision Access*** - *The UTRCA owns approximately 470 metres of laneway from the Clarke Road/Veterans intersection (City owned right-of-way) to the Fanshawe Conservation Area gatehouse. The proposed secondary access to the subdivision will result in a significant reduction to the Authority's laneway and therefore negative impacts on our daily operations. In order to ensure these impacts are negated, relocation of the gatehouse needs to be evaluated. A preliminary list of impacts that could arise as a result of gatehouse relocation are as follows:*
  - i. Insufficient stacking and proper queueing for patrons visiting the Conservation Area;*
  - ii. Costs associated with the relocation of all servicing, including but not limited to roads/paving, hydro, water, gas, telecommunication, lighting, sanitary/septic, etc.*
  - iii. Increased traffic and flow due to residents utilizing roadway and services offered at the Conservation Area;*
  - iv. The Memorial Forest and tree-lined laneway may be impacted should the gatehouse relocation result in a revised laneway location; and,*
  - v. The historic entrance pillars may need to be re-aligned.**Request third party consultants be retained to determine feasibility of this alternative and to study the various options, including servicing needs, architectural/engineering, geotechnical report, cultural heritage and archaeological assessment, ecological opinion letter, and other studies as deemed necessary, completed to the satisfaction of the UTRCA, and at no cost to the UTRCA.*

As part of the Conditions of Draft Plan Approval, Planning and Development staff are supportive of a condition that prior to final approval of any portion of the subdivision plan above 80 units, the Owner shall retain a qualified consultant to complete a study of the entrance configuration to Fanshawe Conservation Area, including options for relocating the gatehouse, traffic congestion issues and patterns, and road design, in consultation with and to the satisfaction of the City and the UTRCA. Multiple studies will likely be required, and the onus should not be placed on the UTRCA or City to carry the burden for the costs of these studies.

- ***Temporary Subdivision Access for Construction*** – Concerns regarding the impact construction will have on the daily functions of the Conservation Authority business should a temporary construction access be allowed in the southwesterly extent of the subdivision. Also, concerns should this temporary access be utilized during the subdivision build-out.

The recent revised version of the draft plan of subdivision shows a 20m wide future development block (Block 32) intended for the purpose of providing temporary access at the southwest corner of the subject lands. The draft plan is expected to be red-line revised to remove the block based on Planning and Development Staff's position that a second access at this location should not be assumed to be acceptable at this time, as a permanent second access is planned 400 metres from the intersection of Clarke/VMP as per the Veteran's Memorial Parkway Interchange EA.

- ***Municipal Street*** – Concerns regarding the impact of municipal street name and property address changes on the UTRCA Watershed Conservation Centre and Fanshawe Conservation Area.

Staff do not foresee a change to the current street name and municipal property addressing. The recently re-aligned Clark Road continues a short distance east of the new intersection of Clark Road and VMP terminating at the UTRCA property limits. It is the future northerly extension of Veterans Memorial Parkway to Fanshawe Park Road that will likely replace Clarke Road over the long term and result in municipal address changes affecting existing property parcels further to the north.

- ***Encroachment, Connection and Fencing*** – Concerns that fencing be placed along all property boundaries adjacent to UTRCA owned lands to reduce encroachment into naturalized areas and private lands.

Requirements for the installation of fencing along the property boundaries adjacent the UTRCA owned land will be implemented through the conditions of draft plan approval and the Subdivision Agreement.

- ***Land Conveyance*** – Concerns regarding a narrow buffer strip along the rear yards on the eastern extent of the subdivision adjacent UTRCA owned lands. Trespassing, encroachment, and maintenance issues. Is it the proponent's intent to convey this strip of land to the UTRCA?

This narrow strip of remnant land is outside the limits of the draft plan of subdivision and proposed to be retained by the landowner. It was included in the zoning amendment application as it provides an open space buffer to a natural heritage feature and naturalized woodland, as well as providing separation distance from the Sun-Canadian pipeline easement. The recommended zoning is a compound Open Space (OS4/OS5) Zone. The EIS recommends the buffer be enhanced with native tree and shrub plantings to increase the density of vegetation cover between the residential development and the woodland ESA. As part of the conditions of draft plan approval, continuous chain link fencing without gates will be required for all residential lots backing onto this open space strip. As the strip of land is proposed to be retained by the owner, they will have the full responsibility for maintaining it.

## 2.5 Policy Context

### ***The Planning Act, 1990 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 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 Official Plan and Zoning By-law amendments is consistent with the general intent and purpose of 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 constitutes the Official Plan for the City of London, prepared and enacted under the authority of the provisions of Part III of the *Planning Act, R.S.O. 1990, c. P. 13*. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

#### Neighbourhoods Place Type

The proposed subdivision lands are located within the Neighbourhoods Place Type which permits a range of low-density residential uses including single detached, semi-detached, duplex, and townhouse dwellings for properties fronting on Neighbourhood Streets. Additional uses may be permitted including triplexes and small-scale community facilities on properties fronting a Neighbourhood Connector (Table 10). Heights between one (1) and three (3) storeys are permitted (Table 11).

An Official Plan amendment is proposed to amend Map 1 – Place Types to apply the Green Space Place Type to recognize open space uses, such as a SWM facility, neighbourhood park, and multi-use pathway that are proposed within the subdivision plan. Staff recommend an amendment to Map 3 – Street Classifications which would add a Neighbourhood Connector aligned with the future extension of Kilally Road through the subdivision plan, as well as adding a Civic Boulevard to a short section of public right-of-way east of the intersection of Clarke Road and Veterans Memorial Parkway which are classified as Urban Thoroughfare and Expressway, respectively. This intersection is also identified on Map 3 as a future Interchange.

An amendment to Map 5 – Natural Heritage would delineate the ESA boundary in the northeast portion of the subject lands based on the recommendations of the Environmental Impact Study (EIS) and EIS Addendum. The ESA boundary line as currently shown adjacent the Thames River will be expanded further south to include a portion of table lands above the top of slope. A natural heritage buffer on the agricultural tableland adjacent the ESA boundary is proposed to be re-naturalized with native trees and shrubs, and native seed mix.

An Official Plan amendment is also recommended to add a Specific Policy to the Neighbourhoods Place Type and Map 7 – Specific Policy Areas for the westerly portion of the subdivision lands which are adjacent an existing hydro transmission corridor and future Clarke Road/VMP which is classified on Map 3 as a future Expressway. The specific policy area would permit the multi-family development blocks within this portion of the subdivision to be developed for a mix of low and medium density residential uses such as triplexes, fourplexes, townhouses, street townhouses, stacked townhouses,

and low-rise apartments, and allow for increased density and building height up to 6 storeys (20 metres).

#### Criteria for Specific Policy Areas

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

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

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that the proposed Specific Policy Area conforms to the evaluation criteria as discussed under Key Issues and Considerations section below.

#### Evaluation of Planning and Development Applications

The London Plan also 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, and that appropriate zones and special provisions have been applied.

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

Through the completion of the works associated with this application, fees, development charges and taxes will be collected. There will be increased operating and maintenance costs for works being assumed by the City.

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

#### **4.1 Use**

Map 1 – Place Types identifies the subject lands being within the Neighbourhoods Place Type which permits a range of low-density residential uses including single detached, semi-detached, duplex, and townhouse dwellings for properties fronting on Neighbourhood Streets. Additionally, triplexes and small-scale community facilities may be permitted on properties fronting a Neighbourhood Connector, in accordance with Table 10 of The London Plan. Kilally Road extending through the subdivision is proposed to be classified as a Neighbourhood Connector. The balance of the road network is comprised of Neighbourhood Streets.

Below is a summary of the recommended zoning and permitted uses by block number and street classification:

Low Density Residential Blocks 1, 2, 3 & 5 (fronting on a Neighbourhood Connector and Neighbourhood Street) - Residential R1 (R1-4) Zone to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres. A portion of Block 2 is proposed to be zoned Residential R1 Special Provision (R1-4(21)) with a special provision to incorporate the standard safety setback from a high-pressure pipeline of 20 metres (minimum). This is recommended as a precautionary measure recognizing the presence of the Sun-Canadian pipeline easement on adjacent lands to the east.

Low Density Residential Blocks 4, 6, 7 & 8 (fronting on a Neighbourhood Connector) - Residential R1/Residential R3 Special Provision (R1-3/R3-1(\*)) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10.0 metres. The R3-1(\*) Zone permits a range of dwelling types including single detached, semi-detached, duplex, and triplex dwellings. Fourplex dwellings would be removed from the list by a special provision in the zoning as Table 10 does not permit this use specifically on a Neighbourhood Connector, except in Central London and lands fronting on higher order street classifications.

Low Density Residential Blocks 9, 10, 11, 12 & 13 (fronting on Neighbourhood Streets) - Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (R1-2/R3-1(\*\*)/R4-6( )) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9.0 metres. The R3-1(\*) Zone would permit a range of dwelling types including single detached, semi-detached, and duplex dwellings. However, triplex and fourplex dwellings would be removed through a special provision as Table 10 does not permit these uses on a Neighbourhood Street. Street townhouses are permitted, and a special provision R4-6( ) Zone is recommended that would include the requested lot coverage of 50 percent (maximum) allowing a slightly higher coverage than the current regulation of 45 percent; as well as a minimum lot frontage of 6.7 metres per unit rather than the current 5.5 metres minimum. The increased frontage has been recommended by staff to ensure adequate separation of underground utility and servicing connections to the street for street fronting townhouses.

Medium Density Residential Blocks 14, 15, 16, 17, 18, 19, 20, & 21 (fronting on Neighbourhood Streets) - Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (R1-1/R3-1(\*\*)/R4-6( )) Zone to permit single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9.0 metres. The block depths are somewhat shallower at 28 metres and suitable for smaller single detached lots. Triplex and fourplex dwellings would be removed through a special provision as Table 10 does not permit these uses on a Neighbourhood Street. Street townhouses are permitted, and a special provision R4-6( ) Zone is recommended that would include the requested lot coverage of 50 percent (maximum) as well as a minimum lot frontage of 6.7 metres per unit instead of 5.5 metres consistent with the City's engineering requirements as recommended above.

Medium Density Residential Blocks 22, 23 & 24 (fronting on a Neighbourhood Street) - Residential R3/Residential R4/Residential R5/Residential R6/Residential R7 Special Provision/Residential R8 Special Provision (R3-3/R4-6/R5-7/R6-5/R7•H20•D100/R8-4•H20•D100) Zone to permit a broad range and mix of residential types recognizing the development potential of these large blocks which range from 2.2 to 2.5 hectares in size. Permitted uses, densities and heights would include single detached, semi-detached, duplex, triplex and fourplex dwellings; street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres; senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities, and emergency care establishments up to a maximum density of 100 units per hectare and

maximum height of 20 metres; apartment buildings, stacked townhouses, and lodging house class 2 up to a maximum density of 100 units per hectare and maximum height of 20 metres.

Recognizing the westerly portion of the subdivision lands are located adjacent an existing hydro transmission corridor and future Clarke Road/VMP expressway, a site-specific policy amendment to the Neighbourhoods Place Type policies is considered appropriate and would permit triplexes, fourplexes, stacked townhouses, low-rise apartments, small-scale community facilities, emergency care establishments, and rooming houses in addition to the uses identified in Table 10 for properties fronting on a Neighbourhood Street.

SWM Block 25 and Park Blocks 26, 27 & 28 - Open Space OS1 Zone to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests. The uses are consistent with the requested amendment to Map 1 – Place Types to apply the Green Space Place Type to recognize active recreational and open space uses within the subdivision plan which include a SWM facility, neighbourhood park, and multi-use pathway system.

Remnant Lands Outside of the Draft Plan Limits - Open Space OS4/OS5 Zone to permit conservation lands, conservation works, golf courses without structures, public and private parks without structures, cultivation, or use of land for agricultural/horticultural purposes, and passive recreation uses which include hiking trails and multi-use pathways. The zoning also implements the proposed amendment to Map 5 – Natural Heritage which delineates the ESA boundary in the northeast portion of the subject lands based on the recommendations of the Environmental Impact Study (EIS) and EIS Addendum. The ESA boundary line as currently shown adjacent the Thames River will be shifted further south to include a portion of table lands above the top of slope. A natural heritage buffer on the agricultural tableland adjacent the ESA boundary is proposed to be re-naturalized with native trees and shrubs, and native seed mix.

Overall, the recommended zoning and range of permitted uses are considered appropriate and compatible with existing and future land uses in the surrounding area, consistent with the Provincial Policy Statement, and conform with the policies of The London Plan.

## **4.2 Intensity**

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted building heights based on street classification. Heights of between one (1) and three (3) storeys would be permitted on the Neighbourhood Connector and Neighbourhood Streets within the subdivision plan. The maximum height regulations in the recommended zoning for most of the residential blocks generally range from 9 to 12 metres within the range of height limits as provided in Table 11.

The three multi-family development blocks along the westerly limit of the subdivision will have frontage and access on the internal subdivision streets. Although separated by the hydro corridor, these blocks will also have exposure to potentially high volumes of traffic along Clarke Road and future Veterans Memorial Parkway. Allowing medium density forms and higher intensity of development is considered appropriate and aligns with policies in The London Plan for neighbourhood design and noise (TLP 1768\_). These policies provide for residential uses with a medium to high level of intensity to be sited adjacent to higher order streets. This form of development provides for greater flexibility in building orientation thereby allowing front facing buildings with amenity space in the rear. These development blocks are subject to Site Plan Approval and Development Agreements which will ensure noise impact assessments are undertaken and appropriate attenuation measures are incorporated into the design of future residential developments. The location of the proposed subdivision in proximity to an existing transportation and hydro transmission infrastructure corridor makes the site sufficiently unique to warrant the proposed uses and intensity, and a specific area policy is therefore considered appropriate and in the public interest.

### Overall Potential Lot/Unit Yield

Below is an estimate of the potential lot/unit yield range for all residential development blocks within the subdivision plan based on zoning and under different build-out scenarios:

<b>Range</b>	<b>Number of Dwelling Type</b>	<b>Total Number of Lots/Units</b>
Low	320 single detached lots 250 cluster housing units	570
Medium	188 single detached lots 178 freehold street townhouse 430 conventional townhouses	796
High	118 single detached lots 280 freehold street townhouses 717 apartment units	1,115

Under the “Low” scenario Blocks 1 – 21 could be developed for future single detached dwelling lots consistent with the recommended zoning, street pattern and block configuration. Blocks 22 - 24 would have zoning and be of sufficient size to support a variety of cluster forms of housing which may be attached or detached dwellings, with densities of approximately 35 units per hectare.

The “Medium” scenario envisions Blocks 1 – 13 being developed for future single detached lots and Blocks 14 – 21 for rows of street townhouse dwellings meaning a type of dwelling unit where each unit sits on a separate lot having legal frontage on a public street. Block 22 – 24 would be developed for conventional townhouses at an assumed density of 60 units per hectare.

The “High” scenario envisions Blocks 1 – 8 developing for single detached lots, Blocks 9 – 21 for street townhouses, and Blocks 22 - 24 for low-rise apartment buildings up to a maximum density of 100 units per hectare based on the ability of these larger parcels to support more intensive development. These blocks will be subject to future site plan approvals where design measures relating to building height, scale and massing can be reviewed and incorporated to provide a transition to uses of lesser intensity.

The height, scale and intensity of the proposed development is found to be appropriate within the context of the subdivision and adjacent surrounding lands.

### **4.3 Form**

The proposed subdivision has been laid out on a modified grid pattern as contemplated by the City Building and Street Network policies of The London Plan. There are no cul-de-sacs or dead-ending streets except for the south end of Kilally Road extension where a road stub has been provided for a future public road access. The UTRCA owns the abutting lands to the south, which serves as their main access road to the entrance of Fanshawe Conservation Area and Watershed Conservation Centre. The road stub is approximately 400 metres distance from the signalized intersection and future interchange of Clarke Road and Veterans Memorial Parkway which meets the City’s minimum requirements for intersection spacing. Clarke Road currently extends a short distance of approximately 145 metres east of the intersection ending at the property limits of the UTRCA. The remainder of lands would need to be acquired from the UTRCA and dedicated as a future public road right-of-way.

As the policies require the neighbourhood street network and block sizes to be designed to ensure connectivity and support transit and active mobility, a series of pedestrian mid-block connections have been provided from east to west through the middle of the subdivision plan significantly enhancing neighbourhood connectivity and linkages. The widths of the blocks which are shown as parkland can be adjusted from 8.0 metres to 3.0 metres wide which will maintain their function as pedestrian corridors.

The other recommended adjustment is to shift Street 'A' further south to where Block 29 is shown at the mid-block location providing a public road connection to Kilally Road. This results in a slightly larger park with the amount of frontage on public streets reduced from three streets to two. The recommended revision continues to maintain the policy intent that parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and rear-lot development onto parks shall be discouraged (TLP 422\_1). The street layout here has been designed to allow for easy, safe, and attractive pedestrian access from all parts of the subdivision to the neighbourhood park (TLP 422\_3). The park will serve as a focal point for neighbourhood residents and include such amenities as seating/gathering areas, multi-use play pad, basketball court, and pathway loops for the TVP multi-use pathway. The proposed alignment of the TVP is expected to enter along the south side of Kilally Road, traverse around the SWM facility and neighbourhood park, and continue on through a 15 metre open space corridor and ultimately connect with Fanshawe Conservation Area.

#### **4.4 Holding Provisions**

The holding (h-17) provision is recommended to be applied to the zoning for all residential lots and blocks within the proposed subdivision to ensure orderly development and adequate provision of municipal services. The "h-17" symbol shall not be deleted until full municipal sanitary sewer and water services are available to service the site. In addition, a holding (h-100) provision is recommended be applied to all residential development blocks in order to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available. This would be achieved through completion of a public road connection to the subdivision from the south, satisfactory to the City of London. Permitted interim uses are allowed up to a maximum of 80 residential units.

## **Conclusion**

The proposed Official Plan, Zoning By-Law Amendment and Draft Plan of Subdivision are consistent with the Provincial Policy Statement, 2020 which promotes densities for new housing which efficiently use land, resources, and infrastructure; and neighbourhood developments that foster social interaction, facilitate active transportation and community connectivity. The recommended amendments are also consistent with the general intent and purpose of The London Plan. Staff recommend approval of the amendments to facilitate the proposed draft plan of subdivision, subject to conditions of draft approval together with holding provisions in the zoning by-law.

**Prepared by:** Larry Mottram, MCIP, RPP  
Senior Planner, Subdivision Planning

**Reviewed by:** Bruce Page, MCIP, RPP  
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

cc: Peter Kavcic, Manager, Subdivisions and Development Inspections  
Michael Harrison, Manager, Subdivision Engineering  
Travis MacBeth, Manager, Planning Policy (Growth Management)  
Michael Pease, Manager, Site Plans

SM/HM/BP/lm

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## 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, relating to 2331 Kilally Road  
and 1588 Clarke Road.

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

Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan, for the City of London as contained in the text attached hereto and forming part of this by-law, is adopted.

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 May 14, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading - May 14, 2024  
Second Reading - May 14, 2024  
Third Reading - May 14, 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 facilitate a proposed residential subdivision development by amending portions of the Neighbourhoods Place Type and applying a Green Space Place Type on Map 1; adding Neighbourhood Connector and Civic Boulevard on the street classifications Map 3; delineating the Environmentally Significant Area (ESA) boundary on Map 5; and adding a Specific Policy Area to Map 7 applying to the westerly portion of the subject lands to permit a broad range of dwelling types and allow for increased building height.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 2331 Kilally Road and 1588 Clarke Road in the City of London as shown on “Schedule 1” attached hereto.

**C. BASIS OF THE AMENDMENT**

The subject of this amendment is a 26 hectare site located within the City’s Urban Growth Boundary consisting of a former farmhouse and accessory buildings at 1588 Clarke Road, and a former rural estate dwelling at 2331 Kilally Road, with the balance of the lands made up of relatively flat, open fields. An application for approval of a draft plan of subdivision has been submitted for development of a proposed low-to-medium density residential subdivision (File No. 39T-20502).

The proposed amendment to Map 1 – Place Types is to apply the Green Space Place Type to recognize open space uses, such as a SWM facility, neighbourhood park, and multi-use pathway that are proposed for the subdivision plan. Map 3 – Street Classifications would be amended by adding a Neighbourhood Connector aligned with the future extension of Kilally Road through the subdivision plan, and by adding a Civic Boulevard to a short section of public right-of-way east of the intersection of Clarke Road and Veterans Memorial Parkway which are classified as Urban Thoroughfare and Expressway, respectively. This intersection is also identified on Map 3 as a future interchange.

An amendment to Map 5 – Natural Heritage would delineate the ESA boundary in the northeast portion of the subject lands based on the recommendations of the Environmental Impact Study (EIS) and EIS Addendum. The ESA boundary line as currently shown adjacent the Thames River will be shifted further south to include a portion of table lands above the top of slope. A natural heritage buffer on the agricultural tableland adjacent the ESA boundary is proposed to be re-naturalized with native trees and shrubs, and native seed mix.

Finally, a site-specific policy amendment to the Neighbourhoods Place Type policies is recommended for the westerly portion of the subdivision lands adjacent an existing hydro transmission corridor and future Clarke Road/VMP expressway. The specific policy area would permit the multi-family development blocks within the subdivision to be developed for a broad range of low and medium density residential uses and allow for some increased building height and density.

**D. THE AMENDMENT**

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

1. Map 1 - Place Types, to the Official Plan, The London Plan, for the City of London Planning Area is amended by redesignating a portion of the

subject lands from a Neighbourhoods Place Type to a Green Space Place Type, as indicated on “Schedule 2” attached hereto.

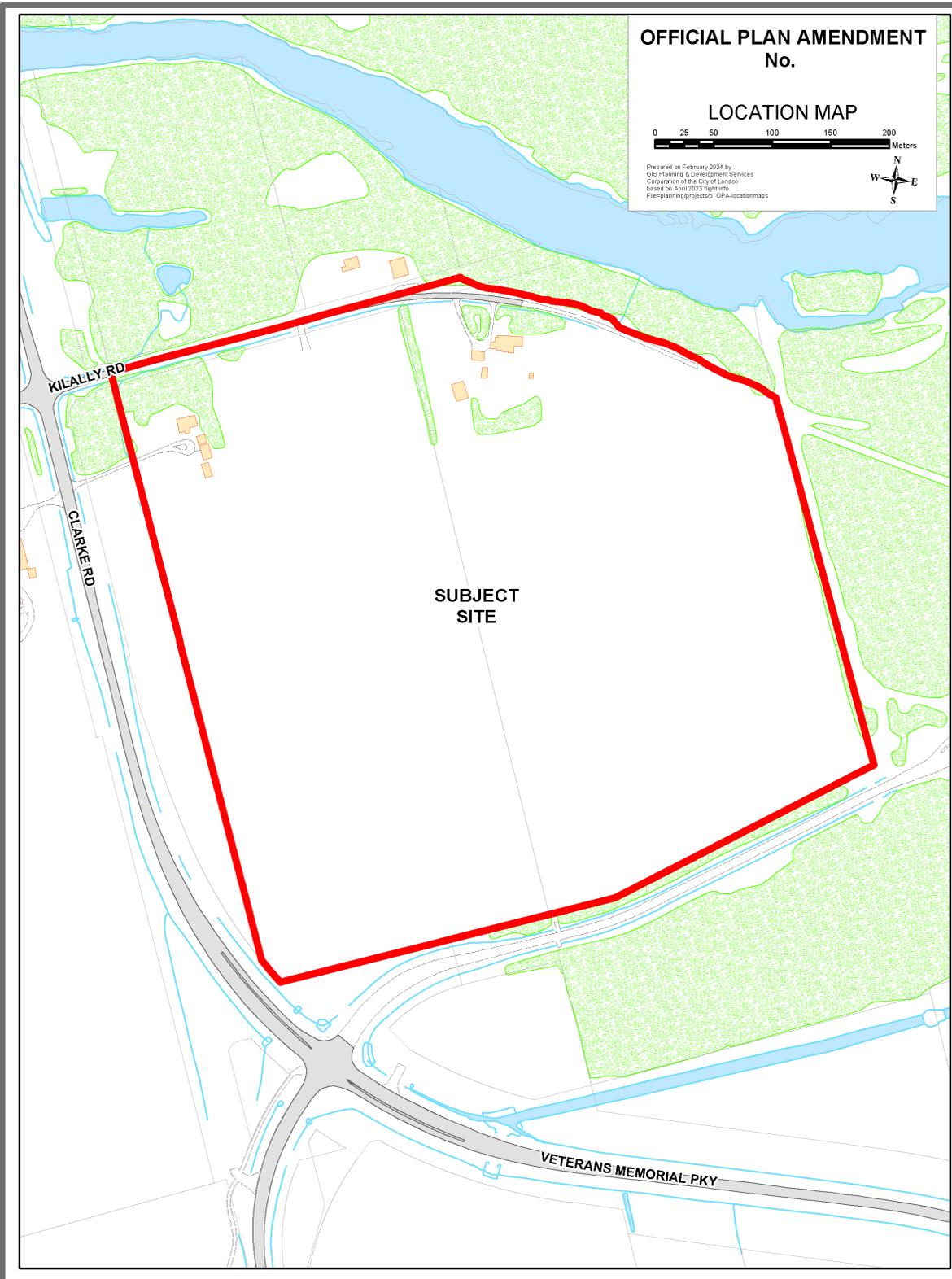
2. Map 3 – Streets Classification, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding Neighbourhood Connector and Civic Boulevard street classifications, as indicated on “Schedule 3” attached hereto.
3. Map 5 – Natural Heritage, to the Official Plan, The London Plan, for the City of London Planning Area is amended by delineating the limits of the Environmentally Significant Area (ESA) boundary, as indicated on “Schedule 4” attached hereto.
4. Specific Policies for the Neighbourhoods Place Type of the Official Plan, The London Plan, for the City of London is amended by adding the following:

( ) 2331 Kilally Road and 1588 Clarke Road

For the lands in the Neighbourhoods Place Type located at 2331 Kilally Road and 1588 Clarke Road, as shown on Map 7 – Specific Policy Areas, triplexes, fourplexes, stacked townhouses, low-rise apartments, small-scale community facilities, emergency care establishments, and rooming houses shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of 6 storeys or 20 metres.

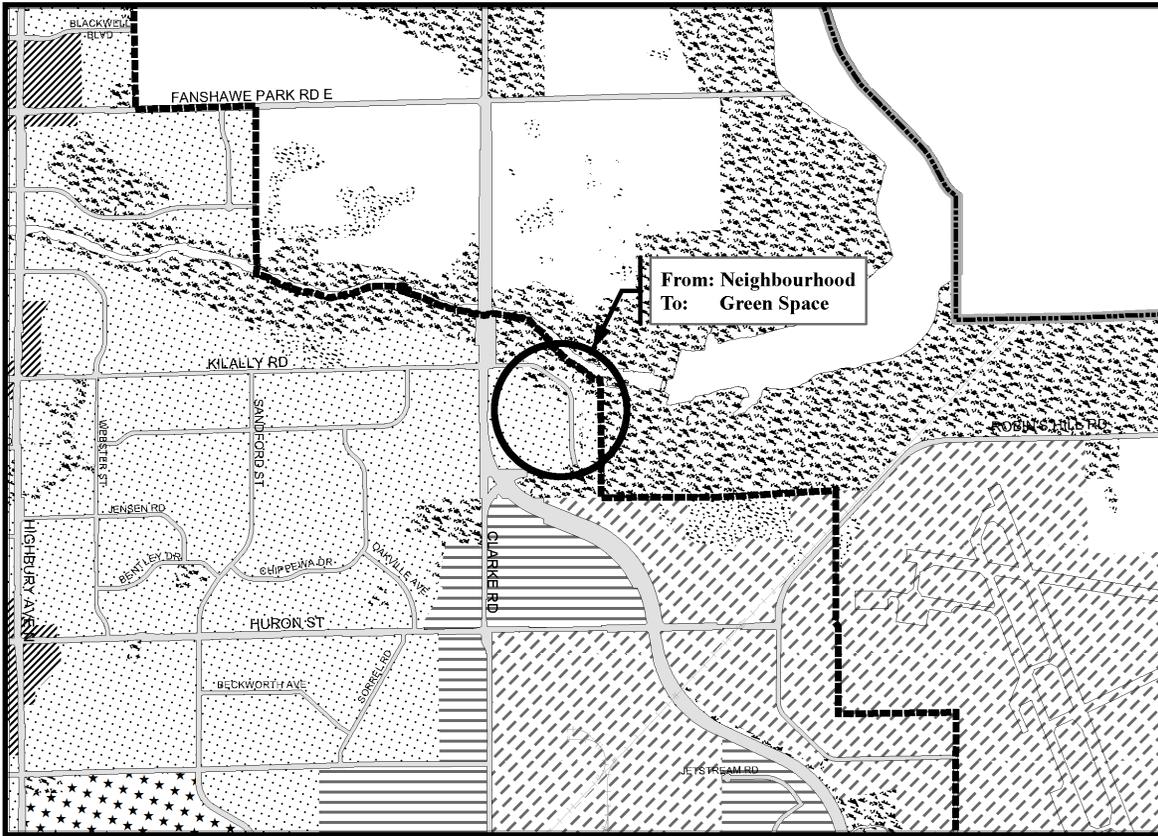
5. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area along the westerly portion of the lands located at 2331 Kilally Road and 1588 Clarke Road in the City of London, as indicated on “Schedule 5” attached hereto.

“Schedule 1”



“Schedule 2”

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	

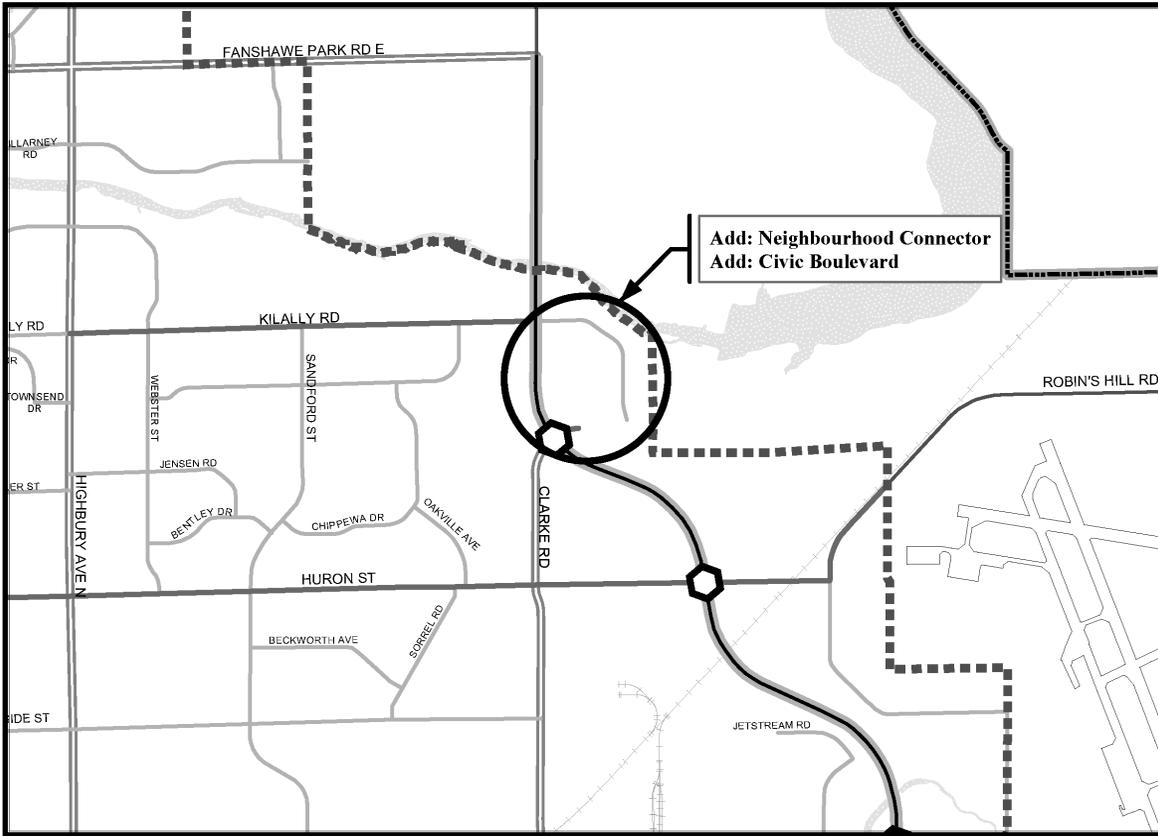
*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

<p><b>SCHEDULE 1 TO</b></p> <p><b>OFFICIAL AMENDMENT NO. _____</b></p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p><b>FILE NUMBER:</b> OZ-9244/39T-20502</p> <p><b>PLANNER:</b> LM</p> <p><b>TECHNICIAN:</b> RC</p> <p><b>DATE:</b> 3/14/2024</p>
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“Schedule 3”

AMENDMENT NO:



Legend

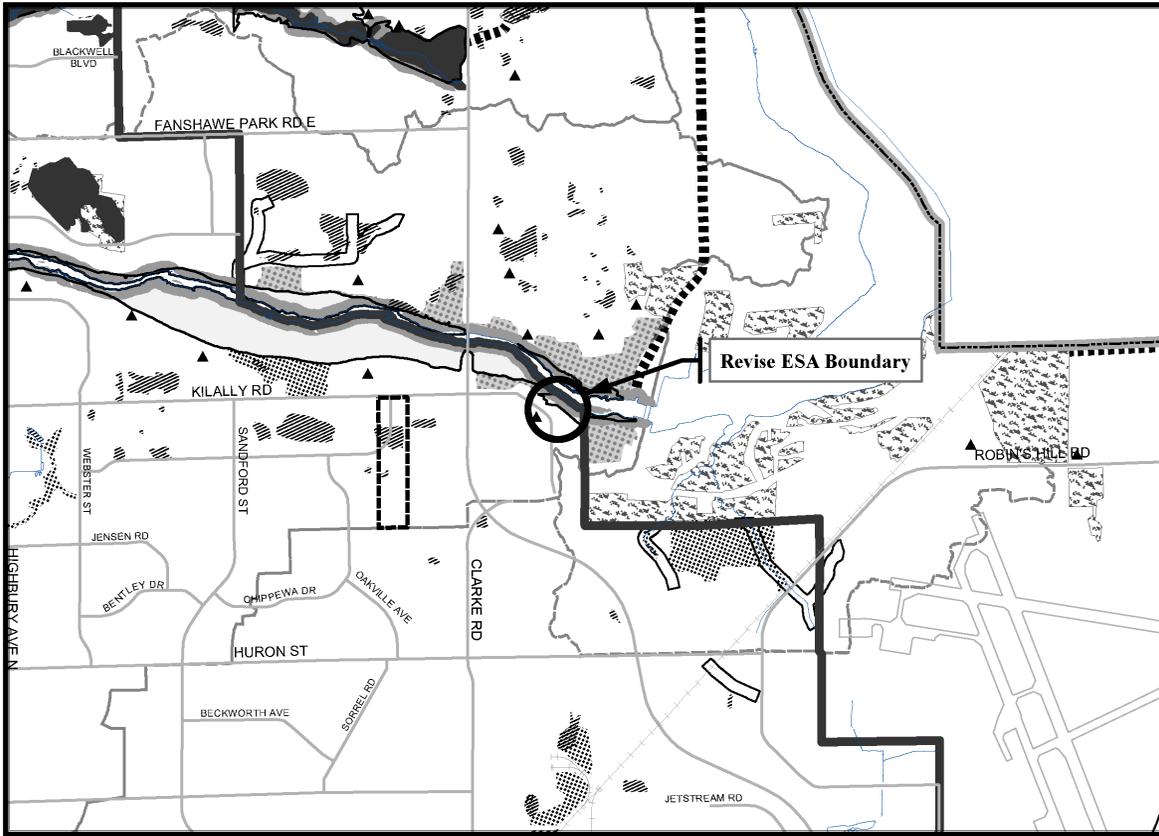
- |  |                         |  |                         |  |                        |
|--|-------------------------|--|-------------------------|--|------------------------|
|  | Provincial Highway      |  | Main Street             |  | Interchanges           |
|  | Expressway              |  | Neighbourhood 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.*

<p align="center"><b>SCHEDULE 2 TO</b></p> <p><b>OFFICIAL AMENDMENT NO.</b> _____</p> <p>PREPARED BY: Planning &amp; Development</p>	<p align="center">                   Scale 1:30,000                  0 150 300 600 900 1200 1500                  Meters             </p>	<p><b>FILE NUMBER:</b> OZ-9244/39T-20502</p> <p><b>PLANNER:</b> LM</p> <p><b>TECHNICIAN:</b> RC</p> <p><b>DATE:</b> 3/14/2024</p>
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**“Schedule 4”**

**AMENDMENT NO:**



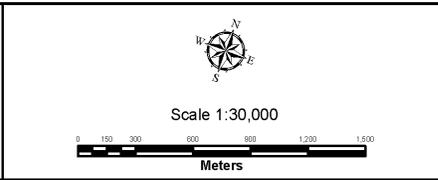
<b>NATURAL HERITAGE SYSTEM</b>		<b>Base Map Features</b>
Provincially Significant Wetlands	Areas of Natural and Scientific Interest	Railways
Wetlands	Environmentally Significant Areas (ESA)	Water Courses/Ponds
Unevaluated Wetlands	Potential ESAs	Streets (see Map 3)
Significant Woodlands	Upland Corridors	Conservation Authority Boundary
Woodlands	Potential Naturalization Areas	Subwatershed Boundary
Significant Valley Lands	Unevaluated Vegetation Patches	
Valley Lands		Subject to Site Specific Appeals (LPAT Appeal PL170100)

*This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.*

**SCHEDULE 3  
TO**

**OFFICIAL AMENDMENT NO.** \_\_\_\_\_

PREPARED BY: Planning & Development



**FILE NUMBER:** OZ-9244/39T-20502

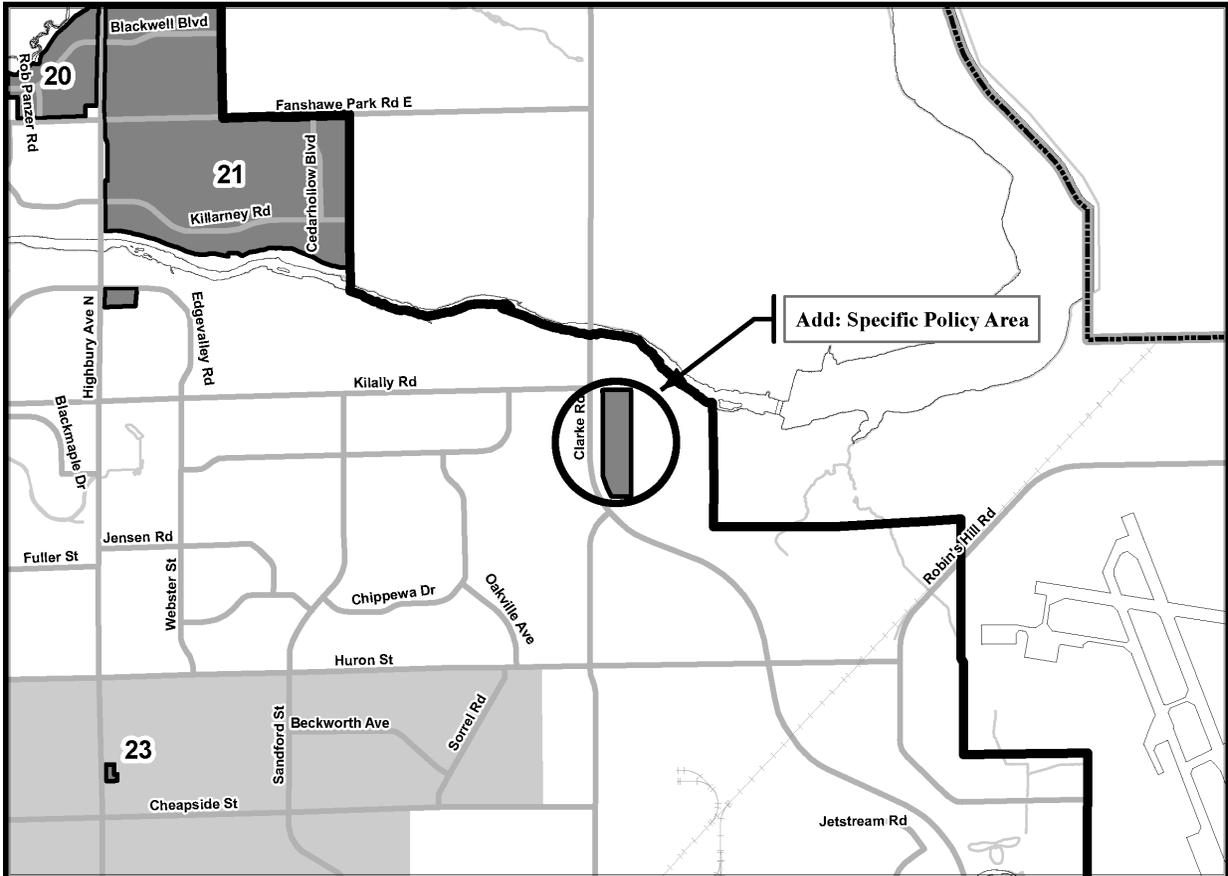
**PLANNER:** LM

**TECHNICIAN:** RC

**DATE:** 2/26/2024

“Schedule 5”

AMENDMENT NO:



**LEGEND**

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

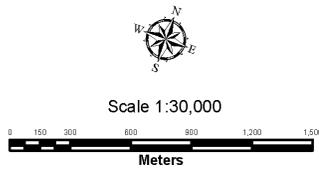
**BASE MAP FEATURES**

-  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:** OZ-9244/39T-20502

**PLANNER:** LM

**TECHNICIAN:** RC

**DATE:** 3/14/2024

## Appendix B

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

By-law No. Z.-1-24\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 2331  
Kilally Road and 1588 Clarke Road.

WHEREAS Sifton Properties Limited has applied to rezone an area of land located at 2331 Kilally Road and 1588 Clarke Road, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 2331 Kilally Road and 1588 Clarke Road, as shown on the attached map comprising part of Key Map No. A104, from an Urban Reserve UR4 Zone, an Urban Reserve/Temporary (UR4•T-56) Zone and a Holding Urban Reserve (h-2•UR4) Zone to a Holding Residential R1 (h-17•h-100•R1-4) Zone; a Holding Residential R1 Special Provision (h-17•h-100•R1-4(21)) Zone; a Holding Residential R1/Residential R3 Special Provision (h-17•h-100•R1-3/R3-1(\*\*)) Zone; a Holding Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (h-17•h-100•R1-1/R3-1(\*\*)/R4-6(\_)) Zone; a Holding Residential R1/Residential R3 Special Provision/Residential R4 Special Provision (h-17•h-100•R1-2/R3-1(\*\*)/R4-6(\_)) Zone; a Holding Residential R3/Residential R4 Special Provision/Residential R5/Residential R6/Residential R7/Residential R8 (h-17•h-100•R3-3/R4-6(\_)/R5-7/R6-5/R7•H20•D100/R8-4•H20•D100) Zone; an Open Space OS1 Zone; and an Open Space OS4/OS5 Zone.
- 2) Section Number 4.21 Street Classifications – Specific Roads is amended by deleting the street classification of Kilally Road, from Clarke Road to 200 metres east of Clarke Road, as a 'Proposed Arterial'.
- 3) Section Number 7.4 of the Residential R3 Zone is amended by adding the following Special Provision:  
  
R3-1(\*)
  - a) Prohibited Use
    - i) Fourplex dwellings
- 4) Section Number 7.4 of the Residential R3 Zone is amended by adding the following Special Provision:  
  
R3-1(\*\*)
  - a) Prohibited Uses
    - i) Triplex dwellings
    - ii) Fourplex dwellings
- 5) Section Number 8.4 of the Residential R4 Zone is amended by adding the following Special Provision:

R4-6( )

a) Regulations

- |                               |                     |
|-------------------------------|---------------------|
| i) Lot Frontage<br>(Minimum)  | 6.7 metres per unit |
| ii) Lot Coverage<br>(Maximum) | 50 percent          |

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 May 14, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – May 14, 2024  
Second Reading – May 14, 2024  
Third Reading – May 14, 2024



## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On September 6, 2023, a Notice of Revisions to Application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments was sent to 14 property owners in the surrounding area. A Notice was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 14, 2023. A “Planning Application” sign was also posted on the site. Previous Notice of Application and Notices of Revised Application were circulated to the public on August 18, 2020, July 6, 2021, June 13, 2022 and September 6, 2023.

**Responses:** Two (2) telephone inquiries and seven (7) written responses were received (see below). In addition, there were five (5) email requests for further information.

**Nature of Liaison:** To consider a proposed draft plan of subdivision, Official Plan and zoning amendment to allow a residential subdivision consisting of low density single detached and semi-detached dwellings, medium density cluster dwellings, street townhouse dwellings, low-rise apartment buildings, parkland, multi-use pathways and a stormwater management facility, served by six (6) public streets. **Draft Plan of Subdivision** – Consideration of a proposed revised draft plan of subdivision consisting of eleven (11) low density residential blocks; nine (9) low-medium density residential street townhouse blocks; three (3) medium density residential blocks; two (2) park blocks; one (1) block for Stormwater Management (SWM) Pond; three (3) road widening and reserve blocks; served by a neighbourhood connector and several neighbourhood streets (Streets A, B, C, D, E & F). **Official Plan Amendment** – Consideration of possible amendments to The London Plan: Map 1 – Place Types to redesignate certain lands from “Neighbourhoods” to “Green Space”; Map 4 – Active Mobility Network to incorporate the proposed alignment for the Thames Valley Parkway; Map 5 – Natural Heritage to revise the limits of the ESA to reflect the findings of the Environmental Impact Study (EIS) completed in support of the proposed Draft Plan of Subdivision application; and Map 6 – Hazards and Natural Resources to redesignate the Maximum Hazard Line. **Zoning By-law Amendment** - Consideration of an amendment to the zoning by-law to change the zoning from an Urban Reserve UR4 Zone, an Urban Reserve UR4/Temporary (T-56) Zone and a Holding Urban Reserve (h-2•UR4) Zone to Residential R1 (R1-1) Zone to permit single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9.0 metres; Residential R1 Special Provision (R1-1(\*)) Zone to permit single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9.0 metres, together with a special provision for a dwelling setback from a high pressure pipeline of 20 metres (minimum); Residential R1/Residential R3/Residential R4 Special Provision (R1-1/R3-1/R4-6(\*)) Zone to permit a range of dwelling types such as single detached dwellings on lots with a minimum lot area of 250 square metres and minimum lot frontage of 9.0 metres; semi-detached dwellings with a minimum lot area of 430 square metres, minimum lot frontage of 18 metres, maximum lot coverage of 45%, and maximum height of 10.5 metres; and street townhouses with a minimum lot area of 145 square metres per unit and a minimum lot frontage of 5.5 metres per unit, together with a special provision for a lot coverage of 50 percent (maximum); Residential R5/Residential R6/Residential R7/Residential R8 (R5-7/R6-5/R7•H20•D75/R8-4•H20•D100) Zone to permit such uses as townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse, and apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12 metres; senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities, and emergency care establishments up to a maximum density of 75 units per hectare and maximum height of 20 metres; apartment buildings, stacked townhouses, and lodging house class 2 up to a maximum density of 100 units per hectare and maximum height of 20 metres; an Open Space OS1 Zone to permit such uses as conservation lands, conservation works, golf courses,

public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and, an Open Space OS1(3) Special Provision Zone to permit conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests, together with a special provision for no minimum lot frontage or minimum lot area requirement. An amendment to Subsection 4.21 of the Zoning By-law General Provisions is also requested to amend the street classification of Kilally Road, 200 metres east of Clarke Road, from a 'Proposed Arterial' to 'Local Road', and amend the road allowance limit as measured from the centre line from 18 metres to 10 metres to reflect existing conditions (the steep slopes and vegetation on the north side of Kilally Road will impede any road-widening plans), and to be consistent with the transportation network vision established in The London Plan.

### **Response to Notice of Application, Notices of Revised Application and Publication in "The Londoner"**

Good Evening Larry,

In response to the most recent written notice of planning application for 2331 Kilally Road and 1588 Clarke Road, we are providing our comments in point form below. Please bring them forward for consideration.

- We wish to emphasize that we remain completely opposed to the location of the subdivision access from Kilally Road. The access to hundreds of houses via Street A is directly across from our home and this will be detrimental for us. The traffic, noise and light pollution, and impact to our privacy are increasingly concerning. The negative impact to the natural heritage of Kilally Road is significant with the potential pollution, noise, roadkill, impact to northern slopes and runoff. Access to the subdivision from Kilally Road as far west as possible is preferable to decrease the impact to us and the natural environment as it is today.
- We are concerned with the road junction in front of our home and regular, safe access to our driveway via the existing road. If a motor vehicle collision were to occur on the bend, it could potentially result in damage to our property, vehicles, and/or home, given the slope of our property.
- For consideration when planning road construction, we will continue to require driveway access to our property to the west: Concession 4, Lot 4, Part 8.
- We are requesting that all trees in good health bordering the south side of Kilally Road be left in place so long as they do not impact subdivision access. (At a minimum, the coniferous trees across from our barn and home)
- We are concerned with the significant financial implications that this development will create for us: to maintain privacy, to preserve the safety of our children and pets, and to deter trespassers (fencing, plantings, additional signage), and the potential impact to the integrity of our well and safety of our drinking water.

We will attend a public participation meeting when scheduled. We wish to be notified of the Approval Authority's decision in respect of the proposed draft plan of the subdivision. We also wish to be notified of the decision of the City of London on the proposed official plan amendment and zoning by-law amendment. As such, we have copied the Director of Planning and Development and the City Clerk on this email.

Thank you for taking the time to consider our concerns. You are welcome to visit our property and meet with us any time.

Kind regards,  
Chris and Katie de Hart  
2304 Kilally Road

Larry Mottram, Senior Planner  
Subdivisions & Condominiums  
Planning and Development  
6th Floor, 300 Dufferin Ave  
London, ON, N6A 4L9

**DELIVERED VIA ELECTRONIC MAIL TO: LMottram@london.ca**  
**RE: 2331 Kilally Road and 1588 Clarke Road (Sifton Properties Limited)**  
**Proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-Law Amendment**  
**File # 39T-20502 / OZ-9244**

Dear Mr. Mottram,  
Lafarge Canada Inc. ("Lafarge") owns the property immediately north of the subject lands proposed for a Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-Law Amendment located at the intersection of Clarke Road and Fanshawe Park Road East. These lands (74.8 ha) are zoned as Extractive Industrial (EX1) in the City of London and licensed under the Aggregate Resources Act (ARA). The site is referred to as Lafarge's Carpenter-Dobinson Pit (Lic. # 2120), and includes an asphalt plant that is operated by Dufferin Construction.

The application package issued for File # 39T-20502 / OZ-9244 states that the proponent plans to construct a mixture of low-density and medium-density homes with open space features. The Lafarge Carpenter-Dobinson Pit is within the vicinity of the proposed development and is an active operation. As such, Lafarge is of the opinion that the City of London must ensure our uses are protected from incompatible development through appropriate mitigation and other conflicts that are to be avoided as required by Local and Provincial land use planning policy.

The Provincial Policy Statement (PPS) protects aggregate operations from development that would preclude or hinder their expansion and continued use (PPS 2.5.2.4). Lafarge has reviewed the supporting technical studies of this application, and offers the following preliminary comments:

- As part of the supporting technical studies, the proponent completed a Noise Feasibility Study (HGC Engineering, 2020). Staff from the City of London specifically requested this report due to the proximity of the subject lands to existing aggregate operations. However, HGC focused on an assessment of the impacts of road traffic on the proposed development, and included a review of noise from the nearby commercial and industrial uses as per the MECP D-6 Guidelines. While the report evaluates the potential impact of the asphalt plant on new sensitive uses, there was no evaluation of Lafarge's existing aggregate operations. Lafarge asks that the City of London ensure Lafarge's aggregate operations are also considered and protected from incompatible development that could otherwise hinder or preclude its expansion and continued use.
- In addition to the above, we note that in Blocks 166, 167, 168, 169, 170 and 171, the plan includes medium-density homes. We note these are 13 metres in height and were not addressed in HGC's report. Therefore, we request that site specific noise and visual impact studies be completed for the medium-density homes which are proposed on Kilally Road and Clarke Rd as the height and orientation of these buildings may lead to impacts on the existing aggregate and asphalt plant operations.
- We are pleased to see that HGC recommended that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all dwellings to inform future occupants of noise and other impacts from the aggregate operations, asphalt plant and ancillary uses. Lafarge requests to be involved in the drafting and review of warning clauses for the proposed development to confirm that these clauses inform future occupants of the nearby aggregate operation and asphalt plant. Lafarge would also appreciate reviewing

any other provisions in the development and/or subdivision agreement(s) that address land use compatibility.

Overall, Lafarge appreciates that the City of London has tried to ensure compatibility of the subject lands in proximity to a legally zoned and licenced aggregate operation. Once the application has been resubmitted we ask that staff from the City of London undertake appropriate peer reviews of the relevant supporting technical studies to confirm consistency with planning policies and ensure new sensitive uses do not preclude or hinder the operation of the asphalt plant and Carpenter-Dobinson Pit.

Thank you for the opportunity to provide comments on this application. We ask that Lafarge is kept informed of any further developments on this file and that we are notified in advance of any meetings before Planning Committee and/or Council. Please do not hesitate to contact me should you require clarification on any of the above.

Respectfully,  
**LAFARGE CANADA INC.**

David Bazargan, MES  
Land Manager, Southwest Ontario

City of London - Development Services  
P.O. Box 5035  
London, Ontario N6A 4L9

**Attention: Larry Mottram** (sent via e-mail)

Dear Mr. Mottram:

**Re: UTRCA LANDOWNER Comments**  
**File No.: 39T-20502 and OZ-9244**  
**Notice of Application for Draft Plan of Subdivision and Zoning By-law**  
**Amendment**  
**Applicant: Sifton Properties Limited**  
**2331 Kilally Road and 1588 Clarke Road, London**

The Upper Thames River Conservation Authority (UTRCA) has received the aforementioned application and proposed revisions to the Draft Plan of Subdivision, dated September 6, 2023.

In response to the initial Notice of Application circulated on June 13, 2022, UTRCA provided landowner comments dated December 13, 2022 that outlined a number of significant adjacent landowner concerns and challenges with the development proposal. UTRCA staff encouraged the opportunity to meet with City staff and the developer to undertake efforts to address these challenges.

With reference to the revised draft plan that was circulated on September 6, 2023, UTRCA landowner comments and concerns remain outstanding and have not been discussed or addressed. Most notably, the City of London transportation requirements have yet to be clarified or confirmed, and the revisions to the Draft Plan of Subdivision has resulted in the proposed addition of a roundabout on UTRCA-owned lands in the most recent circulation.

UTRCA requests a written response to landowner comments provided to the City/Developer on December 13, 2022. As noted above, this information will assist UTRCA staff in evaluating the impacts of the proposed development to management of UTRCA lands and Fanshawe Conservation Area operations.

Thank you for the opportunity to comment.

Yours truly,  
UPPER THAMES RIVER CONSERVATION AUTHORITY

Brent Verscheure  
Manager of Lands, Facilities and Conservation Areas

City of London - Development Services  
P.O. Box 5035  
London, Ontario N6A 4L9  
**Attention: Larry Mottram** (sent via e-mail)

Dear Mr. Mottram:

**Re: UTRCA LANDOWNER Comments**  
**File No.: 39T-20502 and OZ-9244**  
**Applications for Draft Plan of Subdivision, Official Plan and Zoning By-Law**  
**Amendment**  
**Applicant: Sifton Properties Limited**  
**Agent: MBPC**  
**2331 Kilally Road and 1588 Clarke Road, London**

The Upper Thames River Conservation Authority (UTRCA) has reviewed the aforementioned applications to consider our interests as an adjacent landowner. The UTRCA owns the lands at 1424 Clarke Road, home to the Fanshawe Conservation Area (FCA) and Watershed Conservation Centre (WCC). Our staff, clients and patrons have accessed our grounds and facilities from our private entrance road at the intersection of Clarke Road and Veterans Memorial Parkway (the "entrance") for over 70 years. The current proposal will have both direct and indirect impacts to our existing entrance and our business operations. The Authority has been involved in the review of this application since its onset and previously provided comments on this application in correspondence dated December 14, 2020 and September 15, 2021, the latter being specific to the access from our existing entrance.

In addition to the Authority's concerns from a landowner perspective, additional comments have been submitted under separate cover to address our role as a technical review agency.

The UTRCA is of the opinion that Sifton's proposed development has progressed significantly through the planning process without having proper regard for the current land ownership and future land acquisition needs to support a subdivision with greater than 80 units. It is still unclear to Authority staff whether the City of London will require Sifton to acquire and service a secondary entrance off Authority owned private lands at our Conservation Area entrance. Further, applicants are required to engage in meaningful discussion with adjacent landowners, in this case the UTRCA, prior to requesting and/or accepting draft conditions.

Conservation Authority staff have met with City Planning staff on numerous occasions to express our landowner interests and the significant challenges this proposed development will have on our business operations. UTRCA staff has continually been reassured that all of our concerns will be resolved once the development has been draft approved. It is our position and opinion that the land acquisition matters required to accommodate the proposed development should be resolved prior to the draft plan being approved and in effect. Ultimately, the application which is being advanced for approval requires additional information and confirmation prior to proceeding. The details of our concerns are outlined below:

### **1. Permanent Subdivision Access**

As per City standards, new subdivisions are required to have two (2) vehicular access points where the proposal contains greater than 80 residential units. As this proposal is in excess of that amount, a secondary access is required. The City's transportation

division has identified the private laneway to Fanshawe Conservation Area as a suitable alternative given the long-term plans for Veterans Memorial Parkway. This was identified early on in the planning process yet Sifton has not consulted the Authority or initiated any form of discussion to acquire our laneway for the subdivision design.

The Authority owns approximately 470 metres of laneway from the Clarke Road/Veterans intersection (City owned right-of-way) to the Fanshawe Conservation Area gatehouse. This laneway is critical to the Conservation Area business operations and allows for the stacking of vehicles entering the park for camping, events, recreation, and employment.

The proposed secondary access to the subdivision, Block 31, will result in a significant reduction to the Authority's laneway and therefore negative impacts on our daily operations. In order to ensure these impacts are negated, relocation of the gatehouse needs to be evaluated. Sifton shall be required to demonstrate how they are able to mitigate these impacts, likely through the relocation of the Fanshawe Conservation Area gatehouse closer to the Fanshawe Dam.

A preliminary list of impacts that could arise as a result of gatehouse relocation are as follows:

- i. Insufficient stacking and proper queueing for patrons visiting the Conservation Area;
- ii. Costs associated with the relocation of all servicing, including but not limited to roads/paving, hydro, water, gas, telecommunication, lighting, sanitary/septic, etc.
- iii. Increased traffic and flow due to residents utilizing roadway and services offered at the Conservation Area;
- iv. The Memorial Forest and tree-lined laneway may be impacted should the gatehouse relocation result in a revised laneway location; and,
- v. The historic entrance pillars may need to be re-aligned.

To determine if this is a feasible alternative, Sifton/UTRCA shall retain qualified third party consultants to study the various options, completed to the satisfaction of the UTRCA at no cost to the UTRCA. A list of studies may include:

- Servicing Needs Assessment – existing inventory and future needs assessment
- Architectural, Engineering and Landscape Design Plans
- Geotechnical Report (construction based, not related to a slope)
- Cultural Heritage Assessment
- Archaeological Assessment
- Ecological Opinion Letter
- Other studies as deemed necessary to accommodate any future design, planning or engineering associated to the relocation and/or entrance realignment

Please revise Draft Condition 115 to identify that multiple studies are required and shall be completed with no financial burden to the City or the Conservation Authority.

Based on the comments provided by MBPC on September 9, 2022, it is clear that Sifton is unaware of the undue consequences that will be placed on the Authority's operations should an access location be required along our private laneway. We are of the opinion that a Draft Condition is a minimum requirement for this application to progress to ensure protection of the viability and success of our business. Should an alternative arrangement for made for a secondary access at a different location, this condition will be easily cleared.

## **2. Temporary Subdivision Access for Construction**

A temporary construction access is proposed at the south-west extent of the subdivision, future Street 'G', fronting on the municipal right-of-way at Clarke Road. While this access is on City-owned lands, there are concerns regarding the impacts construction will have the daily functions of the Conservation Authority's business. The

UTRCA is supportive of Condition 77 to relocate the construction access to Kilally Road, contrary to the MBPC position in their letter dated September 9, 2022.

Furthermore, this temporary access will be utilized during the subdivision build-out, as a right-in-right-out, until the Veterans Memorial Parkway flyover is completed. The anticipated timeline for the flyover construction is a project far into the future. A third party traffic consultant shall undertake additional study on this access based on the projected traffic volumes until the City's anticipated construction of the flyover, to determine the significance of the impacts on the Conservation Authority entrance and operations.

### **3. Municipal Street**

Following the installation of a new intersection at Clarke Road and Veterans Memorial Parkway, a new municipal right-of-way extended along the former Fanshawe Conservation Area private laneway. At this time, this right-of-way is considered to be Clarke Road. It is our understanding that a new road name may be required should this right-of-way be turned into a municipal street/public road as a result of the potential subdivision access that is required.

This change may result in a new address for the long-standing Upper Thames River Conservation Authority, Watershed Conservation Centre and Fanshawe Conservation Area. This change is substantial to the Authority and will result in many administrative changes that will cause further business interruption and cost. Please provide information in this regard at your earliest convenience.

### **4. Encroachment, Connection and Fencing**

The subdivision proposal includes a paved pathway connection and other areas that could be utilized by foot traffic. Fencing shall be placed along all property boundaries adjacent to UTRCA owned lands to reduce encroachment into naturalized areas and private lands. Fencing shall be installed to the satisfaction of the Authority and at no cost to the Authority. Please revise Condition 128 accordingly.

### **5. Land Conveyance**

The proposed Draft Plan identifies a small buffer strip along the rear yards at the eastern extent of the subdivision, identified as Block 32. A portion of this area is directly adjacent to UTRCA owned lands and is proposed to be conveyed to the Authority.

- a) Please provide additional details on this proposed transfer of lands.
- b) Details on the long-term maintenance of this area have not been discussed and shall not place any unnecessary burdens onto the Conservation Authority to deal with trespassing, encroachment or maintenance.
- c) Authority has not agreed to accept this proposed transfer and will consider this transfer based on the information provided above.

### **6. Draft Conditions**

Comments on the draft conditions are based on those provided to the Authority dated August 18, 2022.

- a) Condition 35:

*The Owner shall acquire land from the Upper Thames River Conservation Authority (UTRCA) from the Street 'A' connection over Block 31 in this plan to the UTRCA lands for a second public access to Clarke Road to be dedicated and built out as a fully serviced public street as part of this plan of subdivision.*

Contrary to the comments provided by MBPC on September 9, 2022, the UTRCA agrees that this condition is necessary to ensure land that is required to accommodate the proposed development is acquired from the Conservation Authority through appropriate mechanisms. This condition should not be removed until confirmation of the access requirements are finalized.

- b) Condition 50:

*Prior to issuance of any Certificate of Conditional Approval, the Owner shall undertake external works on Kilally Road, Clarke Road and the current Fanshawe Conservation Area access to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.*

Please revise this wording to include the UTRCA, as any works on the Fanshawe Conservation Area access roadway that come as a result of this proposed subdivision shall not result in financial burden to the Authority.

c) Condition 115:

*Prior to final approval of any portion of the subdivision plan above 80 residential units, the Owner shall retain a qualified consultant to complete a study of the entrance configuration to Fanshawe Conservation Area, including options for relocating the gatehouse, traffic congestion issues and patterns, and road design, in consultation with and to the satisfaction of the City and the UTRCA.*

As per the comments above in Comment 1, we recommend modifying the wording of this condition to identify that multiple studies will be required to undertake this *third party* assessment, and no financial burden shall be placed on the UTRCA to undertake the studies. Further, these studies shall be required immediately and prior to the subdivision plan approval for the initial 80 units. The Authority and business operations need sufficient time to plan, design, and communicate any changes to the appropriate stakeholders.

d) Condition XX (New/Proposed):

*As part of the Focused Design Studies submissions, a third party shall provide a revised Traffic Impact Assessment, which addresses the Conservation Authority's outstanding comments and concerns (as noted in their correspondence dated November XX, 2022), to the satisfaction of the UTRCA. Further red-line revisions to the draft plan may be required to address those concerns/comments.*

e) Condition XX (New/Proposed):

*The Owner shall undertake further consultation with the Upper Thames River Conservation Authority to address their concerns as a landowner. A written summary of this consultation and any resulting agreements shall be documented and prepared to the satisfaction of the UTRCA at no cost.*

Please circulate a revised version of the proposed draft conditions of approval for our review before the staff report is finalized.

As noted above, the UTRCA has clearly identified and consistently communicated our major concerns as an adjacent landowner since the onset of this application. The Authority is of the opinion that the approval process for this proposed development by Sifton has not fully considered our interests as a neighbouring and adjacent landowner. While the UTRCA is not supportive of approving the proposed draft plan in its' current state, we offer the aforementioned conditions to ensure our concerns are addressed prior to the development progressing any further.

Based on the Draft Conditions dated August 18, 2022, it is apparent that the City and the UTRCA agree that the applicant is responsible for addressing the Conservation Authority's concerns, interests and requirements with respect to our business operation and the impacts being caused or realized from the proposed development. Despite commenting on and providing Draft Conditions, our position shall not be construed that we are supportive of or in agreement with the proposed development.

UTRCA staff would appreciate the opportunity to meet with the City and the applicant to engage in further

Thank you for the opportunity to comment.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY

Brent Verscheure

Good afternoon Larry.

I am writing you about Official Plan / Zoning Applications: OZ-9244 - 2331 Kilally Road and 1588 Clarke Road for residential housing.

I live in North East London (Cedar Hollow neighbourhood to be exact) and I wanted to draw your attention to an issue with putting residential housing at 2331 Kilally Road and 1588 Clarke Road. COCO Paving and Dufferin Construction both operate aggregate operations and more concerning pavement/asphalt production facilities about 500 meters to the north and north west of the proposed properties. This is an issue because production of pavement/asphalt produces fumes which will likely cause conflicts with the residential area proposed. I ride my bike and hike at Fanshawe Conservation area and regularly smell the pavement/asphalt fumes due to the prominent winds from the North West direction. When the wind blows from the east, I can smell the pavement/asphalt fumes at my house which is over 1.5 km away and even with that distance, it bothers me. I can't imagine living only 500 meters from these facilities.

I think if the city is to expand residential housing any closer to these two facilities, that they wait until the facilities have stopped pavement/asphalt production permanently so there are not any conflicts with the health and wellbeing of the residents.

Best regards,  
**Chris Johnston**

**Subject:** [EXTERNAL] re: Clarke Rd and Killally Subdivision Development

Hello, seen the sign posted today, please don't let this happen and ruin the beautiful entrance to Fanshawe Park, not to mention the effects on the park itself. I see deer and other wildlife cross the entrance road to Fanshawe daily. The construction that is currently ongoing is disturbing enough (although is very necessary).

Dan Silverthorn

**Subject:** RE: [EXTERNAL] 1588 Clarke Rd. Development

Good afternoon,

I just wanted to remind you of my request for 1588 Clarke rd. PCB soil test. I spoke with MLHU and they told me it would be unlikely the city would develop on that land and the Ministry of Environment said the land would be required to be tested for PCB's, being so close to Westinghouse. Therefore this information should be readily available, although Sifton seems unaware of this.

I am extremely disappointed not once was I told I was exposed to this for 21 years of my life. I would like this information for my appointment with my doctor and neurologist on December 24th. The soil being tested would give us a better understanding of why family tested the highest in the city and explain the many health issues we have had, that correlate with the effects of PCB contamination.

Thank you,  
Angela Tackabury

## Significant Agency/Departmental Comments

### Hydro One Networks Inc. – September 25, 2023

Please be advised that Hydro One Networks Inc. (“HONI”) has completed a preliminary review of the proposed plan of the above noted subdivision application. As the subject land is abutting and/or encroaching onto a HONI high voltage transmission corridor (the “transmission corridor”), HONI does not approve of the proposed subdivision **at this time**, pending review and approval of the required information.

Please be advised that the transmission corridor lands affected by the proposed development and identified as such herein are subject to a statutory right in favour of HONI pursuant to Section 114.5(1) of *The Electricity Act, 1998*, as amended. The owner of these lands is Her Majesty, The Queen In Right of Ontario, as represented by The Minister of Infrastructure (“MOI”). Ontario Infrastructure & Lands Corporation (“OILC”) as agent for the Province, must review and approve all secondary land uses such as roads that are proposed on these lands. HONI is currently acting as a service provider to OILC, and undertakes this review on their behalf.

The comments detailed herein do not constitute an endorsement of any element of the subdivision design or road layout, nor do they grant permission to access, use, proceed with works on, or in any way alter the transmission corridor lands, without the express written permission of HONI.

Should the developer require any use of and/or access to the transmission corridor at any time, the developer must contact **Breanna Rozon, Real Estate Coordinator** at **breanna.rozon@hydroone.com** in order to ensure all of HONI’s technical requirements are met to its satisfaction, and acquire any applicable agreements.

The following should be included as **Conditions of Draft Approval**:

1. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
2. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
3. At the developer’s expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected along the common property line after construction is completed.
4. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
5. This letter and the conditions contained therein should in no way be construed as permission for or an endorsement of proposed location(s) for any road crossing(s) contemplated for the proposed development. This permission may be specifically granted by OILC under separate agreement(s). Proposals for any secondary land use including road crossings on the transmission corridor are processed through the Provincial Secondary Land Use Program (PSLUP). HONI, as OILC's service provider,

will review detailed engineering plans for such proposals separately, in order to obtain final approval. Should approval for a road crossing be granted, the developer shall then make arrangements satisfactory to OILC and HONI for the dedication and transfer of the proposed road allowance directly to the City of London

Access to, and road construction on the transmission corridor is not to occur until the legal transfer(s) of lands or interests are completed.

In addition, HONI requires the following be conveyed to the developer as a precaution:

6. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the *Act*. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

Our preliminary review only considers issues affecting HONI's transmission facilities and transmission corridor lands. For any proposals affecting distribution facilities (low voltage), the developer should consult the local distribution supplier.

#### Upper Thames River Conservation Authority – November 3, 2022

The Upper Thames River Conservation Authority (UTRCA) has reviewed these applications and the supporting technical submissions with regard for Section 28 of the *Conservation Authorities Act*, the Provincial Policy Statement (2020) and the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These comments and conditions of draft plan approval are provided in our role as a Technical Agency providing advice to the municipality on the applications. Please note that the UTRCA is also an adjacent landowner and will be providing our Landowner comments under separate cover.

#### **UTRCA TECHNICAL AGENCY COMMENTS**

Further to our correspondence dated December 14, 2020 and October 27, 2021 [enclosed], the UTRCA offers the following comments regarding the proposed development and the supporting technical information/submissions.

#### **Hydrogeological Assessment**

***Kilally Development Hydrogeological Study*** prepared by AECOM, dated December, 2021

The City of London's Hydrogeologist has completed a cursory review of the submitted report on behalf of both the municipality and the Conservation Authority. We understand that there are substantial grading concerns associated with the proposed development but that those matters will not impact the development limits of the subdivision.

At the present, it seems that the proposed stormwater management pond and most of the subdivision are proposed within the uppermost portion of the groundwater table. The landowner has been advised of the City's concerns and that those conditions cannot be supported given that the baseflow to the downstream receivers could be cut off. City staff have advised that the applicant will be required to raise the grade on most of the site which will likely impact other aspects of the development such as the road connections, servicing elevations, etc. Given that there may be significant changes to the subdivision layout, a detailed review of the Final Hydrogeological Assessment will be completed as part of Focussed Design Studies. The UTRCA agrees with this approach and is in a position to offer a draft condition in regards to the preparation of a Final Hydrogeological Assessment and Water Balance Analysis.

## **Environmental Impact Study**

### ***Kilally Lands - Environmental Impact Study Addendum – Caverhill Plan of Subdivision*** dated March 17, 2021 prepared by AECOM

Response Table – ***Responses to UTRCA Comments on the Draft Plan of Subdivision File 9T-20502 – 2331 Kilally Road and 1588 Clarke Road*** prepared by AECOM (undated).

Based on the December 6, 2021 meeting with the ecological consultant, it was our understanding that a letter response was going to be submitted which would address the UTRCA's outstanding comments on the EIS. Those responses would then be incorporated into a Final EIS through the Focussed Design Studies process. All of the Conservation Authority's outstanding ecological comments must be addressed to our satisfaction in a Final EIS. The submission shall include a covering memo indicating how each of the comments has been addressed.

## **Stormwater Management Report**

### ***Sifton Properties Limited Kilally Subdivision Conceptual Stormwater Servicing Report*** prepared by AECOM dated June 20, 2020

The following comments were provided by the UTRCA on December 14, 2020 –

- 1. In Section 1.1, it is mentioned that proposed stormwater management (SWM) pond will provide quantity control and infiltration retention volume to meet on-site SWM and water balance targets. The UTRCA strongly recommends the infiltration of clean runoff only. Please consider.*
- 2. Please consider the groundwater interaction with the proposed SWM pond. The groundwater recharge shall not affect the operation of the pond.*
- 3. The conveyance of major overland flows through the ROWs within the subdivision should be supported by calculations and cross-sections showing depths under the 100-year and 250-year storm to ensure that the proposed ROW has enough capacity to convey major flows.*
- 4. Block 175 shows the proposed SWM facility. The proposed SWM pond shall be outside the development limit established by the greater of the natural hazard and heritage setback and the supported by the geotechnical report/analysis.*
- 5. The future SWM facility outlet shown on the conceptual storm servicing plan in Appendix B shall not cause erosion and any effect on the steep slope of the confined system. The proposed outlet including velocities under the minor and major system shall not cause any erosion that may affect the stability of the slope and energy dissipation to avoid erosion at the bottom of the slope.*
- 6. Page 66 of the **Final Proposal Report** by Monteith Brown Planning Consultants dated June 2020 shows approximately 4.8 ha area contributing runoff the existing woodland to the east on the UTRCA's property. The UTRCA recommends undertaking a water balance analysis and maintaining the base flow to the woodland on the east. Please address.*
- 7. The UTRCA strongly recommends that education materials be provided to the residents of the proposed subdivision related to living near natural areas such as river and parks to inform them about the importance of the natural feature and ecosystem.*

As part of the Focused Design Studies, we request that the foregoing comments be addressed in a Functional Stormwater Management Report and SWM Monitoring, Maintenance and Operation Manual prepared to the satisfaction of the UTRCA.

## **Geotechnical Investigation/Slope Stability Assessment**

### ***Geotechnical Investigation and Slope Stability Assessment Proposed Caverhill Subdivision***

***Development 2331 Kilally and 1588 Clarke Road London, Ontario*** [Revised: 2] prepared by Peto MacCallum dated July 21, 2022

Conservation Authority staff met with the consultants on May 17, 2021 to discuss the comments on the 2018 slope stability assessment as well as the submission

requirements noting that the study should be prepared consistent with the Ministry of Natural Resources **Technical Guide – River & Stream Systems: Erosion Hazard Limit** [2002]. A revised Geotechnical Investigation/Slope Stability Assessment was received electronically on Friday July 22, 2022.

1. In Section 4 it is noted that during the site reconnaissance in the fall of 2017 some localized slope failure near the top of the slope and localized erosion channels down the slope were observed. Please confirm that these slope conditions were considered in the Factor of Safety [FOS] analysis and that the proposed development will not affect the existing slope conditions including surface drainage and erosion.
2. In Section 4.1 it is mentioned that surficial fill and topsoil were encountered between 0.15 and 2.2 m depth in Boreholes 11, 13 and 15. Please confirm if the fill was considered in the FOS analysis for the stable slope.
3. In Section 4.5 it is mentioned that during drilling, seepage from the wet and saturated sand/sand and gravel/silt till deposits was observed below 20.4 and 25.2 m depth (Elevation 254.4 to 249.4) in Boreholes 11, 13 and 15. Also, saturated conditions were observed at 0.8 m depth (Elevation 249.37) in Borehole 12. Please confirm that the local groundwater fluctuations including recharging were considered in the FOS analysis for the stable slope.
4. In a table, please report the local soil properties such as the unit weight and strength etc. that was used in the FOS analysis.
5. The provided slope W cross-sections show several FOS for slope failure. For example, in the case of cross-section AA, the FOS ranges from 1.365 to 1.765 however, the report suggested a safe and stable FOS of 1.5. Please provide an explanation.

The UTRCA is generally satisfied with the Geotechnical Investigation/Slope Stability Assessment. The foregoing comments can be addressed in a Final Slope Stability Assessment as part of the Focused Design Studies process.

#### Multi-Use Paved Pathway

We understand that a multi-use, paved pathway is to be implemented as part of this proposed plan of subdivision. On a recent concept plan dated September 8, 2022, the applicant has identified the proposed pathway alignment located along Kilally Road and Street 'G'. It is our understanding that the City of London will be implementing the pathway and we are not certain if the pathway layout meets the City's requirements. Should the pathway be located within a regulated area, a Section 28 permit and additional technical studies may be required.

#### **UTRCA AGENCY RECOMMENDATIONS/DRAFT CONDITIONS OF APPROVAL**

The UTRCA is generally satisfied with the provided technical information and is of the opinion that the remaining concerns can be addressed in Final reports as part of the Focused Design Studies process. We have reviewed the *DRAFT* Conditions of Draft Plan Approval which were prepared and circulated by City Planning Staff. We offer the following modified conditions [numbering from the original document has been maintained].

#### UTRCA - Conditions 131- 135

*131. As part of the Focused Design Studies submissions, the Owner shall provide a Final EIS Report which addresses the Conservation Authority's outstanding comments and concerns, to the satisfaction of the UTRCA. Further red-line revisions to the draft plan may be required to address those concerns/comments.*

*132. As part of the Focused Design Studies submissions, the Owner shall provide a Final Geotechnical Investigation and Slope Stability Assessment Report which is prepared consistent with the Ministry of Natural Resources Technical Guide – River & Stream Systems: Erosion Hazard Limit [2002], to the satisfaction of the UTRCA.*

*133. As part of the Focused Design Studies submissions, the Owner shall provide a Final Hydrogeological Assessment and Water Balance Analysis prepared in accordance with the Conservation Ontario Hydrogeological Assessment Guidelines [2013] to the satisfaction of the UTRCA.*

*134. As part of the Focused Design Studies submissions, a Final Functional Stormwater Management Report and SWM Monitoring, Maintenance and Operation Manual shall be*

*prepared and submitted to the satisfaction of the UTRCA.*

*135. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits/approvals from the UTRCA prior to undertaking any site alteration or development within the UTRCA Regulated Area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.*

The UTRCA requests both an electronic and a hard copy of all of the Final reports/studies.

#### Urban Design – October 23, 2023

Comments for Zoning:

- Ensure the proposed zoning for each block implements the policies of The London Plan. This may include, but is not limited to setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.:
  - Include a minimum front and exterior side yard setback from proposed Neighbourhood Streets and Neighbourhood Connectors in order to encourage street-orientation while avoiding encroachment of footings and canopies. Best practice is a maximum setback of 6.0m and a minimum setback of 1.0m;
  - Garage widths for residential units (low and medium density blocks) shall not exceed 50% of the overall façade width and shall not protrude beyond the front face of the building;
  - The front façade and primary entrance of all dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk or walkway;
  - The layout of all medium density sites should ensure surface parking areas are located away from public street frontages;
  - Ensure pedestrian circulation through the medium density blocks connects all buildings and unit entrances to the public sidewalk and/or walkway, and provide connections between blocks/sites.

# Appendix D – Applicant Responses to EEPAC Comments

## Responses to EEPAC Comments on the Draft Plan of Subdivision File 9T-20502 - 2331 Kilally Rd and 1588 Clarke Rd.

RESPONSE FROM AECOM	
<p><b>GENERAL COMMENTS FROM EEPAC</b></p> <p>The lack of reference to the work done for the Kilally Basin EIS and the Clarke Road Bridge EA is a glaring fault with the report. Although it is clear the field work was done prior to those two reports, the Clarke Road Bridge EA was placed on the public record well before the publication date of this EIS, and the Kilally Basin EIS was well advanced [EEPAC received an update from the consultants last year]. To ignore both the Clarke Road Bridge EA and the Kilally Basin EIS in the long term impacts section means the comments about long term direct impacts in this EIS understate impacts because impacts are cumulative and not isolated from one another. For example, the emergency overland flow from the SWM facility on this site is not shown in this EIS, even though it appears in the City lead EA for the SWM system.</p> <p>It is extremely unfortunate the Clarke Rd Bridge replacement and Kilally development projects aren't being considered jointly given that the SWM construction will precede the development. This piecemeal approach is undesirable at best, actively detrimental at worst. The City must consider the "big picture" in terms of these coincident development projects. There should be crosstalk between these projects to ensure the resulting development projects do not have unintended consequences.</p>	<p>The Environmental Impact Study (EIS) prepared by North-South Environmental as part of the Kilally South East Basin Municipal Class EA was not complete until September 2020. The AECOM Kilally Lands Plan of Subdivision Environmental Impact Study was completed in March 2020, therefore the information from the Kilally South East Basin (EIS) could not have been incorporated into our report. Notwithstanding this, we will incorporate information from the Kilally South East Basin (EIS) and the Clarke Rd Bridge EA into an updated EIS for the Kilally Lands Plan of Subdivision.</p> <p>See above</p>
RESPONSE FROM AECOM	
<p><b>EEPAC RECOMMENDATIONS</b></p> <p><b>BUFFERS</b></p> <p>EEPAC emphatically disagrees with Recommendation 2 (buffers) on page 45 and summarized on page 49.</p> <p>pg 49 "Recommendation 2 – the recommended buffer zones outlined above and delineated on Figure 8 should be implemented as protection measures and established as "no development" areas. Buffers may include multi-use trails."</p> <p>How are multi-use (i.e. paved) trails - that require tree removal (in a significant woodland no less) considered "no development"?</p> <p>The proposed buffer is insufficient given the sensitivity of the floodplain. Section 9.2.1 is the consultant's buffer justification however, EEPAC believes this is the first time it has seen this "backwards" rationale for a buffer:</p> <p>p. 45 - "The determination of buffer area dimensions is most dependent upon which activities will be permissible within the buffer. The nature of the development also affects how extensive the buffer zone should be, based on noise, dust, and lighting levels produced, and the degree of alteration of the existing habitat."</p> <p>There is no citation for this statement (We assume this is Castelle 1993 who is mentioned on page 44).</p> <p>Given the high sensitivity of the Thames River Valley as shown in the EAs for the SWM works and for the Clarke Road Bridge replacement, EEPAC would have expected the consultant to indicate the width of the buffer was based on the habitat being protected rather than the nature of the development.</p> <p>In addition to site-specific biophysical factors (i.e., soils, slopes, local hydrology), Adamus (2007) asserts that buffer widths must be determined with consideration for:</p> <p>Adjacent land use activities; The amount and configuration of development in the adjacent lands and landscape; The structure and type of vegetation in the buffer; and The particular species the buffer is being designed to protect.</p>	<p>The buffer section of the EIS did not articulate the full extent of the buffers as shown on Figure 8. AECOM has reviewed the buffer section, clarified the recommended buffers and provided rationale for the buffer widths in the enclosed addendum.</p> <p>Note that the buffer width for the eastern property limits is 25m from rear lot-line to the woodland (this includes the 5m from the tree row), along the north eastern limits the buffer is 20m from the rear lot-line to the ESA boundary, and 20m along the north side. The buffers are predominately 20 m + from the proposed ESA boundary (only exception is a small stretch in the SE Subject Lands).</p> <p>see above</p>

EEPAC RECOMMENDATIONS, CONTINUED		RESPONSE FROM AECOM
<b>BUFFERS</b>		see above
<p>Significant work has been done on buffers and was summarized by Beacon Environmental in 2012 in work done for the Credit Valley CA, where Adamus is cited. For example: Beacon Environmental on buffers (<a href="#">hyperlink to report</a>)</p> <p>Page 48 of Beacon cites a study McWilliam et al. (2010), of over 180 areas adjacent to 40 different publicly owned forests in southern Ontario. These studies documented encroachments in 99% of areas within 20 m of the forest edge, with the most obvious and severe encroachments recorded within the first 10 m.</p> <p>Page 23 of Beacon also points out that "...studies underscore two important and related points for riparian systems: (1) that forest cover and land uses upstream tend to have a significant impact downstream, so that the benefits of buffers cannot simply be assessed on site-specific scale, and (2) depending on the upstream conditions, even substantial site-specific buffers may not be enough to compensate for broader, landscape-level habitat loss and degradation."</p> <p>Beacon summarized its recommendations in the following table [included in the original letter from EEPAC], which synthesized the work it reviewed and considered buffer widths as high, medium, and low risk of avoiding impacts on adjacent natural features. As indicated on the table, a 10-20 m buffer means a moderate degree of risk to the natural features. 10m is certainly on the low end of that range and 5 m is high risk.</p> <p><b>RECOMMENDATION 1: A 20 m buffer should be the minimum buffer from the ESA. Furthermore, if only a 10 m buffer is the final figure, any multi-use pathway should be outside the buffer and be in the setback not the buffer.</b></p>	see above	
<p>EEPAC suggests that an even wider buffer is indirectly supported by the consultants on page 37 of the EIS when AECOM points out damage to the ESA is likely during construction.</p> <p>p. 37 "Damage to Adjacent Natural Features - roots may be damaged by machinery and soils may be compacted during grading and construction along the edge of the Kilaly Forest, thereby affecting the health of edge plants. In order to address root damage, it will be necessary to prune roots of adjacent trees during grading and excavation. To avoid compaction of soils, root zones around trees within natural heritage features will need to be fenced. Most areas will be avoided by restricting construction to areas outside the features."</p>		
<b>BUFFER ZONE PLANTINGS</b>		
<p>p. 40 and section 9 discusses plantings of vegetation. Is it going to be required or not? Some places say will (section 9) and in others, 'should be considered'. P. 38 - creation of Ad-hoc Trails - An increase in human presence in natural features adjacent to residential development. Fencing, education, and dense buffer plantings should be considered during the final design stage to deter human intrusion into natural areas." It is not enough to say that people stay on paved trails. It also takes time for native vegetation to grow in and it is not any guarantee of compliance.</p> <p>Recommendation 4 on page 46 and Recommendation 10 on page 49 regarding buffer zone plantings are contradictory. Recommendation 10, planting for the multi-use pathway, ignores that multi use pathways are a min of 4 m wide along with a 1 m mowed strip on either side. Therefore there really is no 5 m buffer and the so-called 10 m buffer is in reality nothing of the sort.</p> <p>Infill plantings in the ESA shown on Figure 8 on UTRCA lands is supported provided done in consultation with UTRCA's Forester. A donation from the proponent to the UTRCA to fund this work should be considered to maximize the amount of money towards plantings. (The after tax benefit of a donation might exceed a straight cash requirement)</p> <p>Recommendation 6 includes an edge management plan. There is nothing in the report that states what such a plan is, who does it, when, and who approves it.</p> <p><b>RECOMMENDATION 2: An edge management plan must be prepared and approved by the City and the UTRCA as a specific condition in the development agreement.</b></p>	<p>Native plantings within the buffers will be a requirement for the development's Site Plan. Furthermore, fencing (without gates) along the rear lot-lines of the residential properties backing onto the ESA and its buffers will be required.</p> <p>The EIS will be updated to address compensation measures. It is suggested that compensation plantings could be done within the ESA within exposed portions of the southwest slope, to improve slope stability in this area.</p> <p>We have revised the areas for ESA infill plantings to an area along an exposed slope within the ESA community FOM4.</p> <p>An Edge Management Plan can be part of implementation recommendations for detailed design.</p>	

<p><b>SPECIES AT RISK</b></p> <p><b>RECOMMENDATION 3:</b> – EEPAC supports page 37 which recommends consultation with MECF to address potential mitigation measures for American Chestnut and candidate SAR habitat within the Study Area for Chimney Swift, Northern Myotis, Little Brown Myotis and Tri-colored Bat, noting that a permit will be required for removal of barn swallow habitat.</p>	<p>Noted.</p>
<p><b>RECOMMENDATION 4:</b> EEPAC adds that the UTRCA Forester as well as UTRCA biologist be consulted. The Forester is involved in a variety of tree preservation and tree banks in the Province.</p>	<p>Agreed.</p>
<p>Even though the provincial recovery strategy for American Chestnut (MNRF 2012) recommends “that trees planted for horticulture, landscaping or research be exempt from the habitat regulation, EEPAC points out the Government’s response statement (2013) to the Recovery Strategy for American Chestnuts stated:</p> <p>Identify and assess planted populations of American Chestnut across Ontario to:</p> <ul style="list-style-type: none"> <li>• determine the genetic parentage (i.e., which one or more species of chestnut the tree is derived from) and geographical source of the trees, where possible;</li> <li>• act as potential sources of genetically-resistant trees for future restoration efforts and research purposes; and</li> <li>• reduce the risk of spreading blight from planted chestnut trees to naturally-occurring American Chestnuts.</li> </ul>	<p>The American Chestnut trees recorded were found on the property on the northside of Kilially Road and were confirmed to be planted by the property owner.</p> <p>A letter was sent to MNRF Jan 2019 regarding these trees, however, no response was received.</p> <p>Any further actions with regards to these trees would be the responsibility of the private landowner.</p>
<p><b>RECOMMENDATION 5:</b> Any change in land use must have a holding provision that requires a detailed environmental management plan that is produced in conjunction with the City plans for the SWM project which will proceed the development.</p>	<p>Noted.</p>
<p><b>LOSS OF BARN SWALLOW HABITAT</b></p>	
<p>It is specious to say that a loss of 20 barn swallow nests will result in no net loss because they will be replaced with kiosks. Given the lack of success of kiosks in the London area, it is not supported by the data to say no net impact.</p>	<p>Noted. We will review and consider the location of nesting structures in relation to foraging habitat.</p>
<p><b>RECOMMENDATION 6:</b> The NE patch of Study Area has meadow habitat and is further from Clarke Rd and the Veterans Memorial Parkway expansion. Consideration should be given to locating the nesting structure(s) there as it falls within the proposed 10 m buffer and includes suitable foraging habitat already.</p>	
<p><b>RECOMMENDATION 7:</b> Any structures must have capacity for a minimum of 20 nests. A greater number would be better to allow for growth of the colony if the structures prove successful.</p>	<p>Agreed.</p>
<p>EEPAC questions how will success of the structure be monitored? What steps will be taken to promote colonization of the artificial structures if the swallows don’t move in on their own (playback of BASW calls etc. could be used in conjunction with monitoring to determine effectiveness of structures). Consideration should be given to reviewing the work of Cole noted in the following web site: <a href="https://www.coleengineering.ca/blog/2017/07/saving-ontarios-barn-swallow-population">https://www.coleengineering.ca/blog/2017/07/saving-ontarios-barn-swallow-population</a></p>	<p>We will review the linked website. Monitoring of Barn Swallow structures will be added to the Environmental Monitoring Program/Plan. The plan will identify corrective measures for potential failures.</p>
<p><b>RECOMMENDATION 8:</b> The monitoring plan include the monitoring of replacement barn swallow habitat and other compensatory mitigation be required if the replacement nesting habitat fails before the subdivision is assumed.</p>	
<p><b>RECOMMENDATION 9:</b> The subdivision, perhaps in the park, contain educational signage / plaques to discuss SAR including the purpose of the barn swallow structures. This seems an excellent opportunity for educating the community living so near the CA and can instill a sense of community pride in the swallows and their habitat.</p>	<p>We agree. We will recommend installation of signage for the barn swallow structures to both decrease disturbance and provide education.</p>
<p><b>REDUCING HUMAN INTRUSION INTO THE ESA</b></p>	
<p>The EIS points out on p. 34 Compacted Soils – “A small well used trail is located at the northern edge of the Subject Lands. The trail surface is compacted soil which creates a small void in vegetation and also contributes to the potential for human intrusion into the natural areas further compacting soil within them.”</p>	<p>We will consider including recommendations to rehabilitate the areas where the existing foot trail has resulted in compacted soils.</p>
<p><b>RECOMMENDATION 10:</b> A condition of the development agreement require the proponent to scarify this trail so that it is visually eliminated to reduce the likelihood of encroachment.</p>	

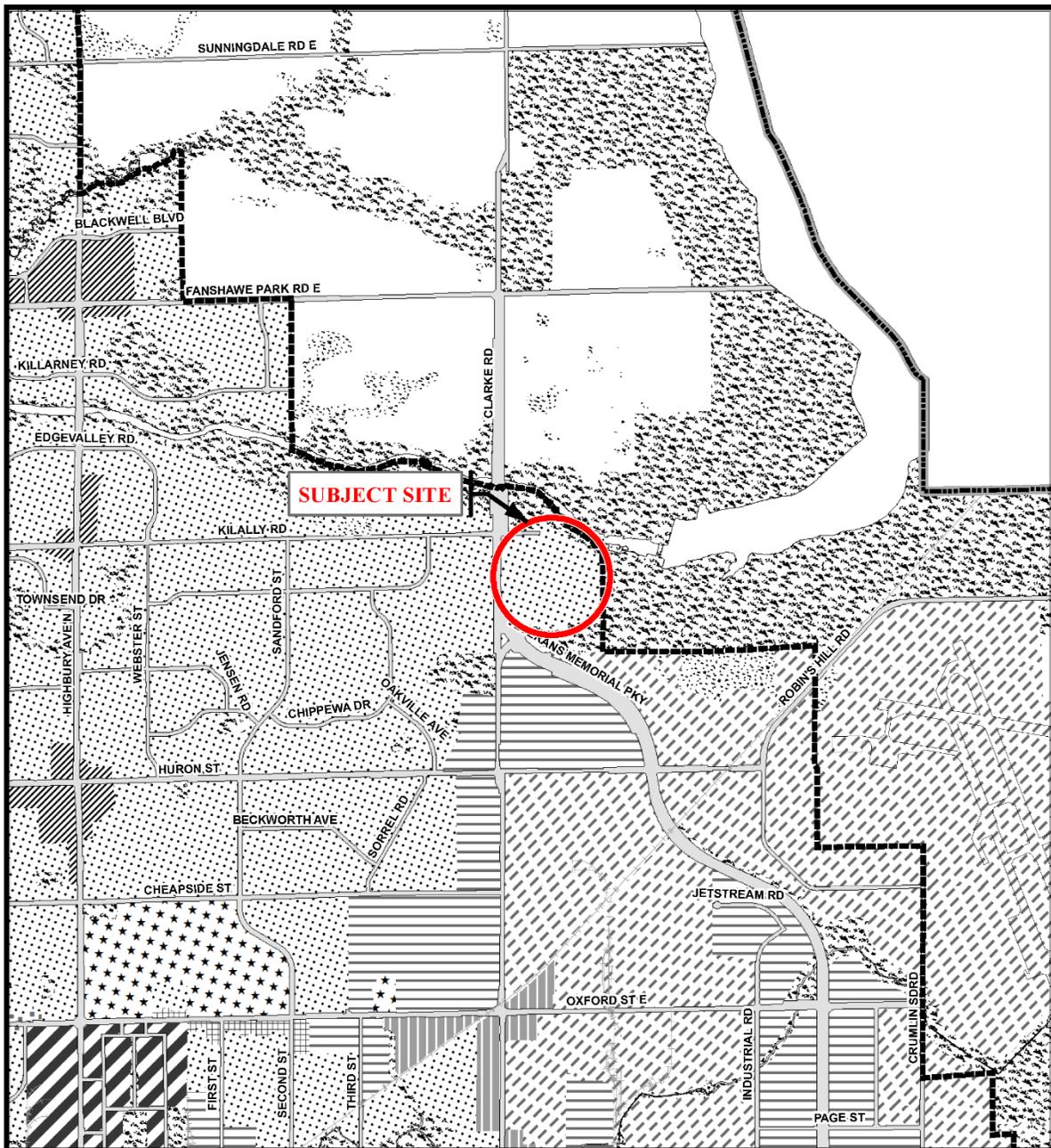
<b>REDUCING HUMAN INTRUSION INTO THE ESA, CONTINUED</b>	
<p>The EIS further notes on page 38 that an increase in human presence in natural features adjacent to residential development. Fencing, education, and dense buffer plantings should be considered during the final design stage.</p> <p>What is "education"? Simply handing people information is not education. Constant reminders in the form of permanent signage would likely be more effective. Signage should explain the significant of the river valley in this location, why it should be protected (left alone). Regular mailings about the ESA including the City's Living with Natural Areas should be provided to residents.</p> <p>EEPAC notes that Figure 7 shows lots within Regulation limits. Can Section 28 approval require signage?</p> <p>EEPAC also notes another reason for signage and significantly more buffering is the presence in the river valley of endangered species.</p> <p><b>RECOMMENDATION 11: All properties adjacent to the buffer and setback be required to be fenced with no gates.</b></p> <p><b>RECOMMENDATION 12: Once 70% of the units are constructed, each unit must receive a copy of the City's Living with Natural Areas brochure. This should be a condition of the development agreement or the City's responsibility</b></p> <p>EEPAC agrees with the installation of protective fencing during construction as per recommendation 3 of the EIS. However, this is a standard condition.</p> <p>Recommendation 5 of the EIS is standard and supported.</p> <p>EEPAC agrees with Recommendation 1 on p. 44 of the EIS that the delineation of the Kilalily Forest Environmentally Significant Area be amended on Schedule B-1 of the City of London's Official Plan and Map 5 of the London Plan to reflect the boundaries shown on Figure 5 of this report. EEPAC believes this recommendation is already in progress as a result of Council's actions related to the Kilalily Basin SWM EA.</p> <p><b>RECOMMENDATION 13: If the City has not amended the delineation of the Kilalily Forest ESA, it should be part of the change in land use and zoning related to this application.</b></p> <p>Recommendation 11 of the EIS proposes that a detailed Environmental Monitoring Program should be prepared prior to the initiation of construction. The questions are: at what point in the process does this occur, who reviews and approves it and what are warranty periods? Further, if encroachment is noted, the program must have some recommendations for how to pay for fixes. Monitoring should be done in conjunction with the City which is building the storm facility. Ideally, such monitoring could be funded from DCs as well as by the proponent. However, Beacon p. 3 noted that monitoring:</p> <p>While monitoring can readily document what is happening within the buffer (e.g., increases in wildlife use or vegetation development for example), and within the core natural area (e.g., shifts in bird species abundance and diversity), only a very carefully designed and well-replicated study with controls may be able to detect if any changes (or lack thereof) in the core habitat are related to the presence (or absence) of a buffer. Often, in real world situations, there are not opportunities to create adequate replicates, or set aside control sites. In addition, monitoring (particularly long-term monitoring) requires both a financial and resource commitment that is beyond the means of most jurisdictions. It also requires individuals who understand the importance of good study design, and are able to make sense of intensive and temporally extensive data, something that is seldom, if ever, undertaken in Ontario for projects under the Planning Act</p>	<p>Agreed. We will revise this section of the EIS to be specific and include signage.</p> <p>Section 28 approval is the jurisdiction of the Upper Thames River Conservation Authority (UTRCA).</p> <p>Noted</p> <p>Fencing without gates will be a condition of the Site Plan Approval for the development.</p> <p>Agreed. Homeowner's packages should include a copy of the City of London's "Living with Natural Areas" brochure.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>To be addressed by the City of London.</p> <p>Noted. This is at the discretion of the City of London.</p> <p>Agreed.</p>
<p><b>RECOMMENDATION 14: EEPAC be circulated on the proposed environmental management plan for comment prior to its acceptance by the City.</b></p> <p><b>RECOMMENDATION 15: The study design for monitoring be reviewed by the City and UTRCA as a condition of the development agreement.</b></p>	<p>Noted. This is at the discretion of the City of London.</p> <p>Agreed.</p>

<p><b>INDIRECT IMPACTS</b></p> <p>"Lighting and Noise Impacts – The proposed development will result in an increase in lighting and noise within the Study Area. The introduction of lighting can influence wildlife in natural areas, particularly nocturnal species. The effects of lighting on natural areas may cause certain species of wildlife to move away from the natural areas within the subject lands. In order to limit the potential impacts of light on the adjacent natural heritage features, recommendations will be made to limit or relocate lighting in areas adjacent to natural heritage features and to select lighting standards that minimize diffuse light. Light standards and fixtures can also be shielded to reduce the direct light exposure to natural areas. Dense planting in buffer areas may be considered for noise reduction in select areas."</p> <p>EEPAC is unclear when "recommendations will be made to limit or relocate lighting in areas adjacent to natural heritage features..." It is also unclear what these recommendations will be based on.</p> <p><b>RECOMMENDATION 16:</b> A condition of the development agreement include shielded light standards and fixtures to reduce direct light exposure by requiring the new City of London Bird Friendly Skies lighting design criteria are followed <a href="http://www.london.ca/business/Planning-Development/Pages/Bird-Friendly-Skies.aspx">http://www.london.ca/business/Planning-Development/Pages/Bird-Friendly-Skies.aspx</a></p>	<p>We will review the recommendation and clarify.</p>
<p>Glass windows placed near an ESA are going to be especially prone to bird collisions. Therefore, EEPAC recommends:</p> <p><b>RECOMMENDATION 17:</b> Bird-friendly glass materials be used for homes in the development especially those along the outer border facing the ESA. EEPAC or The Advanced Facility for Avian Research at Western University would be pleased to provide detailed information on suitable materials and their application/installation.</p>	<p>Agreed that the requirement for bird friendly glass material be used for homes along the ESA side of the development.</p>
<p><b>SUBDIVISION DESIGN</b></p> <p>Is the entrance off Kilally Road necessary? It seems to require eliminating environmentally significant land and will increase traffic on Kilally along the natural heritage leading to increased noise, pollution, runoff, roadkill, and other negative impacts.</p> <p><b>RECOMMENDATION 18:</b> Have an entrance from Clarke Rd directly on the west side, and leave the north side closed to road traffic from Kilally.</p> <p>EEPAC notes that missing from the EIS is any discussion or mention of the temporary sewage pumping station to be located at the northwest corner of the site. The Sanitary Servicing Report for the site found on the City web site is silent on where any overflows from the pumping station will go. EEPAC assumes it would be to the Thames which would result in negative impacts at the point of discharge and downstream. This missing element from the EIS leaves EEPAC to recommend the following.</p> <p><b>RECOMMENDATION 19:</b> The application not be accepted until the EIS is modified to deal with the impacts of having a sewage pumping station adjacent to a sensitive habitat.</p>	<p>A direct entrance to the proposed subdivision from Clarke Road is not possible for several reasons: the property does not have frontage on Clarke Road, a Hydro Transmission line runs along Clarke Road, and a direct entrance from Veteran's Memorial Parkway would not be possible.</p> <p>We will add text to address any potential impacts from the temporary pumping station.</p>
<p><b>CRITIQUE OF EIS FINDINGS</b></p>	
<p>This document contains vital but missing information that reinforces many of the gaps we considered as part of the EMG review. There are recommendations for pre-construction plans that have not materialized yet. EEPAC would appreciate the opportunity to review these plans.</p>	<p>RESPONSE FROM AECOM</p>
<p>1.1 pg 1 – It is unclear where property access was available and how much of the Study Area and Subject Lands it covered. Did access permit adequate assessment of Study Area? How was this evaluated &amp; assessed?</p>	<p>We will revise figures and text to show where property access was granted and where we assessed.</p>

CRITIQUE OF EIS FINDINGS, CONTINUED	RESPONSE FROM AECOM
<p>Figure 3 pg 11 – How were wildlife monitoring locations determined and deemed sufficient to capture wildlife within the Study Area sufficiently?</p>	<p>Breeding bird point counts were established at three locations (at least 200 m apart to reduce double counting) near the edge of the Subject Lands each adjacent to a different vegetation community to capture the diversity of birds in the Study Area.</p> <p>The amphibian station was established on Kilially Rd adjacent to and within range of the OAO communities, where it was safe for staff to conduct night surveys. No other suitable amphibian breeding sites were identified.</p> <p>Snake cover-boards were placed among tall grasses and forbs in locations with open canopy that would receive significant sunlight throughout the day spaced out along the edges of the Subject Lands.</p>
<p>3.2.3.2 Results pg 20 – It is unfortunate that there were no survey dates in mid-May. July 11 is late for a breeding bird survey as many early breeding species would be finished breeding at this time and may have started to move more widely than during peak breeding activities (mid- May to late June).</p>	<p>This survey, occurring only one day outside of the breeding bird season, did not seem to influence the results. The survey on July 11, 2017 resulted in a large diversity and density of bird species.</p>
<p>3.2.4.2 Results pg 21 – How confident are the surveyors in their survey results given road noise obscured their ability to hear calls? This would appear to be contrary to the accepted protocols for amphibian surveys and calls into question the reliability of the results.</p>	<p>Survey staff were able to hear amphibian species outside of the 100m survey area during a high background noise evening. This shows that if amphibians were present and calling within the 100m survey area, they would have been heard and recorded.</p>
<p>4.2 Provincially Recognized Features and Species. There are recognized bird species observed at Fanshawe CA that are not represented here. Full list on eBird: <a href="https://ebird.org/hotspot/1459666">https://ebird.org/hotspot/1459666</a></p>	<p>We did not use eBird in our background analysis. We will review and revise the EIS to include any relevant information.</p>

# Appendix E – Relevant Background

## Map 1 – Place Types

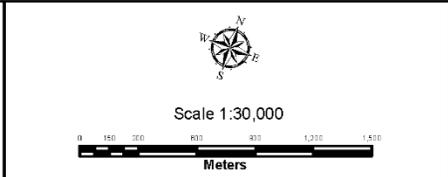


**Legend**

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

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

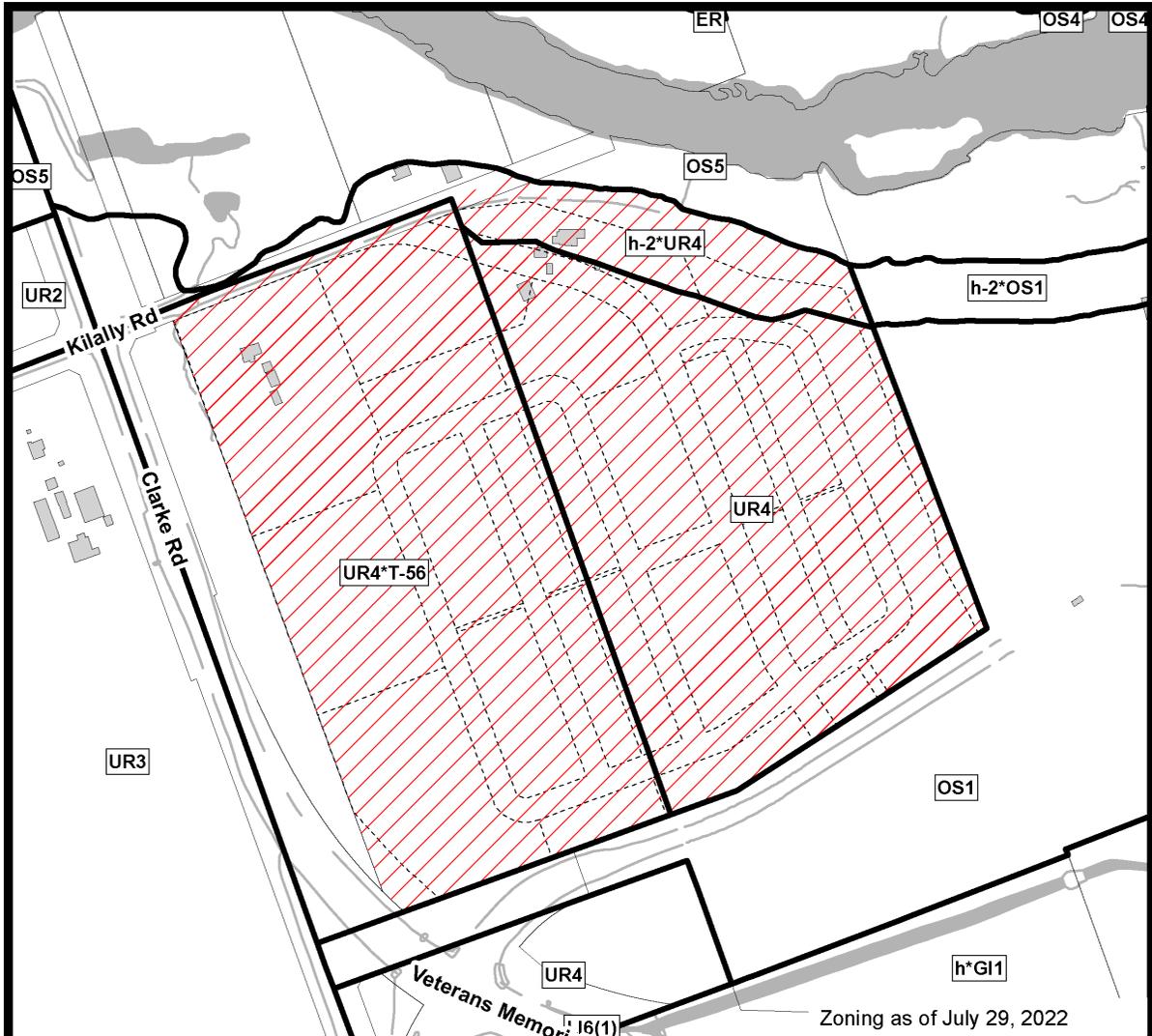
**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning & Development



**File Number:** OZ-9244/39T-20502  
**Planner:** LM  
**Technician:** RC  
**Date:** 2022/08/09

Project Location: E:\Planning\Projects\p\_officialplan\workconsol00\excerpts\_LondonPlan\mxds\OZ-9244-EXCERPT-Map1-Place Types.mxd

## Z-.1 Zoning By-law Map Excerpt



### COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

## CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-9244/39T-20502 LM

MAP PREPARED:

2024/02/28

RC

1:5,000

0 25 50 100 150 200  
Meters

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

## Report to Planning and Environment Committee

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

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

**Subject:** Upper Thames River Conservation Authority Service  
Level Review

**Date:** April 30, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Upper Thames River Conservation Authority Service Level Review:

- (a) the Service Level Review Consultant and UTRCA Senior Staff **BE REQUESTED** to provide status updates to Civic Administration on a quarterly basis, with the first quarterly update provided three months following the consultant appointment;
- (b) the Service Level Review Consultant and UTRCA Senior Staff **BE REQUESTED** to provide a presentation to Planning and Environment Committee once the project is finalized, and;
- (c) the report **BE RECEIVED** for information.

## Executive Summary

The summary of this report to Committee and Council is to request quarterly updates on the progress of the Service Level Review with Upper Thames River Conservation Authority (UTRCA) and a final presentation following the end of this continuous improvement project.

UTRCA has agreed to complete this Service Level Review within the Environmental Planning and Regulations Department which reviews building permits, development applications and section 28 permits. The intent of the review is to complete an analysis of the efficiency and applicability of comments during these processes and come forward with recommendations on how to streamline these reviews to enable more timely development approvals while protecting the natural environment.

## 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 advancing projects that support a well-planned and growing community; faster/streamlined approvals; and increasing the supply of housing with a focus on achieving intensification targets.

**Climate Action and Sustainable Growth** by being bold and forward thinking as we maintain the balance between the natural and built environment; and making sure London's infrastructure is designed, operated and maintained to support our Community and residents long term needs.

**Well Run City** by advancing initiatives that ensure Londoners experience good stewardship, exceptional and valued service.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Planning and Environment Committee, June 21, 2021, Agenda Item 2.2, Memorandum of Understanding for Development and/or *Planning Act* Application Review Between the City of London and UTRCA

Planning and Environment Committee, October 23, 2023. Agenda Item 2.3, Conservation Authority Cost Apportioning Agreements

#### 1.2 Background and Purpose

The City and Upper Thames River Conservation Authority (UTRCA) first entered into a Memorandum of Understanding (MOU) in 1997. The objective of this MOU was for UTRCA to provide subject specific advisory services that the City of London required in the following areas; significant wetlands, fish habitat, locally significant wetlands, groundwater recharge/discharge areas, aquifers and headwaters, stormwater management facilities in flood plains, 100-year erosion limit, slope and hazard areas, fill regulations and erosion prone areas in the regulatory floodplain. This arrangement was advantageous to both the City and UTRCA, as it allowed for effective collaboration. Since this time, the City has increased staff capacity and expertise within the areas of stormwater engineering, hydrogeology, and ecology. This has allowed the City to be able to provide development review services within these areas which allows for comprehensive comments across all City service areas.

On June 21, 2021, Staff brought forward a Planning and Environment Committee report that described the history of the 1997 MOU and how the City and UTRCA were working towards a revised Development Memorandum of Understanding (DMOU). The DMOU would contain service level scope and timelines for both the City and UTRCA. This would create clear expectations for commenting staff to minimize duplication of reviews, with an objective of creating a more efficient review process. Since this June 21, 2021 Committee report, the Provincial Government has passed legislative changes to the *Planning Act*, specifically Bill 109 and Bill 23. Bill 109 mainly resulted in timeline changes for municipalities to make decisions on *Planning Act* applications and Bill 23 refined the scope of review for Conservation Authorities to comment on natural hazards within their regulated areas. Further to these legislative changes, there were recent *Conservation Authority Act* changes under O.Reg. 41/24, which changed the definition of a watercourse and required Conservation Authorities to produce publicly available maps depicting areas where a permit is required, which is effective April 1, 2024. The City recently received this legislative mapping update for where a permit is required; however, the up-to-date floodplain mapping that reflects the impacts of climate change for the Upper Thames River watershed is not publicly available. In several cases UTRCA has relied on draft floodplain mapping when providing comments. This mapping is not publicly available or endorsed by their board.

As a result of these legislative changes, Staff have been revisiting the DMOU approach and instead are collaborating with UTRCA to complete a Service Level Review within their Environmental Planning and Regulations Department. With the scope of comments and timelines regulated because of new legislation, a Service Level Review will provide the City and UTRCA the ability to recognize service level improvements more efficiently than formalizing a DMOU between two parties. The City's Planning and Development Department completed a comparable service level review starting in 2017 through to 2023. This review has enabled the City to improve many *Planning Act* processes, while establishing a culture of continuous improvement. With this Service Level Review, the City expects this to be one of the objectives for UTRCA.

## 2.0 Discussion

As part of this collaborative effort for a Service Level Review within UTRCA's Environmental Planning and Regulations Department, City Staff recognize the benefit of having UTRCA complete this review and the impact this can have on expediting housing approvals. As such, during the Multi-Year Budget process Staff and UTRCA requested \$240,000 within UTRCA's budget to be used towards a Service Level Review to streamline UTRCA's Environmental Planning and Regulations Department. This Service Level Review is a great step forward in streamlining approval processes as we work towards the City's housing target of 47,000 units by 2031. Concerns regarding agency comment response times are one of the highest priority issues flagged by industry partners attending the Customer Service and Process Improvement Reference Group.

### 2.1 Service Review Priority Items

The Service Level Review will assess the efficiency of current review processes by evaluating numbers of applications, staffing resources, applicability of comments for development, building permits, and section 28 processes within UTRCA both for development and City initiated projects. The review will also include a value-for-money review of UTRCA's regulatory floodplain mapping services.

The Service Level Review RFP is anticipated to include analysis and recommendations on the following priority areas:

#### 2.1.1 Identification of Redundant Services

This review will inventory existing staff and staff time dedicated to building permits, development applications, and section 28 reviews. One of the objectives will be to identify areas of overlap in services that UTRCA is providing, recognizing the City of London has staff resourcing within the stormwater engineering, hydrogeology, and ecology service areas. This review will allow the City and UTRCA to further understand existing levels of service and areas where there are redundant comments. Redundant comments from both groups as a result of the review could be leading to delays within the approval process.

#### 2.1.2 Floodplain Modelling and Mapping Value for Money Audit

Floodplain mapping is essential to maintaining public safety and providing orderly development. UTRCA has been undertaking floodplain mapping work primarily relying on in-house staff to complete the modelling and mapping. The most critical modelling relates to the Central Thames watershed that includes the north, south, and main branches of the Thames River. The Conservation Authority's 2016 Environmental Targets Strategic Plan highlighted the need for this mapping update and included the following strategic plan target:

"Reduce flood and erosion risk by updating flood models and hazard mapping for all UTRCA subwatersheds by 2020, then integrating climate change scenarios into the updated model and developing climate change adaptation strategies by 2030."

This target has been highlighted in various documents since 2016 including most recently in the 2022 Upper Thames River Watershed Report Card document. A review has been completed to determine the funding to date related to mapping and modelling by UTRCA. The Conservation Authority budget provides a line item as described below:

- Analysis and identification of areas susceptible to riverine flooding to create mapping products to delineate flood-prone and erosion-prone areas. Data collection, analysis, reporting and mapping of data sets related to the understanding and mitigation of natural hazards. Development and use of systems to collect, store and provide spatial geographical representations of data

and other mapping products. Studies and projects to inform natural hazards management programs including: floodplain management, watershed hydrology, regulated areas mapping update, flood forecasting system assessment, floodplain policy

The following data has been pulled from the Conservation Authority’s annual budgets under the mapping line item described above under the service category of “Water Management”:

**Table 1: Conservation Authority Mapping Funding 2017-2024**

<b>Year</b>	<b>UTRCA Annual Budget</b>
2016	Unknown
2017	\$746,500 (5-year average) (1)
2018	\$746,500 (5-year average) (1)
2019	\$746,500 (5-year average) (1)
2020	\$746,500 (5-year average) (1)
2021	\$746,500 (5-year average) (1)
2022	\$776,981 (2)
2023	\$1,078,612 (3)
2024	\$1,393,389 (4)
<b>Total</b>	<b>\$6,981,482</b>

Sources:

- (1) Provided in the 2022 UTRCA Approved Annual Budget Average Annual Costs as the 5-Year Average (Operating) amount for Flood Plain Mapping & Natural Hazards Technical Studies and Information Management.
- (2) 2022 UTRCA Annual Budget: 2022 Operating costs for Flood Plain Mapping & Natural Hazards Technical Studies and Information Management.
- (3) 2023 UTRCA Annual Budget Average Annual Costs: 2023 Operating costs for Flood Plain Mapping & Natural Hazards Technical Studies and Information Management.
- (4) 2024 UTRCA Annual Budget Average Annual Costs: 2024 program costs for Mapping, Studies, and Information Management.

The budget documents highlight that the source of this funding is a combination of Provincial transfer payments, municipal levy, and self-generated revenue.

Many large Conservation Authorities (e.g., Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Grand River Conservation Authority, Conservation Hamilton) have engaged external consultants to expedite floodplain modelling and mapping. This approach may improve UTRCAs ability to complete this critical mapping.

Given the funding provided to date and the number of years it has taken to finalize modelling and mapping work, it is recommended that a value-for-money audit be undertaken. This review will allow the City and UTRCA to understand if the current approach, relying primarily on in-house staff, can be improved. It is essential that this floodplain mapping and modelling be completed as soon as possible to ensure public safety, orderly development, and an efficient approvals process.

### 2.1.3 Approval Process Framework Best Practices

The third priority service review item is another in-depth review which also includes a comparable Conservation Authority analysis. This review will include the following items:

- Review of UTRCA’s Environmental Planning and Regulations Department framework, existing timelines and analysing how they can achieve legislative and City of London timelines
- Review of comparable Conservation Authorities which includes:

- Review of UTRCA’s typical level of detail in comments specific for building permits, development applications and section 28 permits
- Review of other Conservation Authorities policies and interpretations as it relates to City infrastructure, building permits and development applications and when input is required
- Analysis of new O.Reg. 41/24 and how it impacts UTRCA’s services
- Review any agreements between other Conservation Authorities and municipalities to conduct technical review of stormwater management features or hydrogeology as it relates to natural hazards, in cases where municipalities have qualified staff
- Review to see how other departments within UTRCA could benefit if the consultant determines there are redundant comments to the City or comments outside of the natural hazard scope
- Analysis and recommendations of how UTRCA will be able to meet legislative and City timelines, which includes next steps for UTRCA in short and medium term

This review will be valuable to the approval process, as it will create and establish clear expectations for residents and applicants. Further to this, this analysis and priority item will assist to establish the continuous improvement culture within UTRCA.

## **2.2 Service Level Review Timing**

This Service Level Review within UTRCA’s Environmental Planning and Regulations Department is one of City Staff’s top priorities to streamline the approval process. As part of this review, Staff anticipate the project being completed by Q3 2025 with implementation of the recommended actions over a six to 18 month period. As part of this Service Level Review there could be quick initiatives that can be implemented as part of this analysis to improve the approvals process.

This project will be tracked closely by the City and will require quarterly project updates to Planning and Environment Committee as well as a final presentation on project findings and next steps.

## **2.3 Input from Building and Development Industry**

The City has heard from the building and development industry that streamlining the approval process for building and planning services is critical to being able to deliver on Council’s housing pledge of 47,000 units by 2031. This input has been received at both the Housing Supply Reference Group and the Customer Service and Process Improvement Reference Group. Specifically, industry partners have mentioned that UTRCA has not been able to consistently deliver comments within the required City process timelines which result in delays to getting approved units. The industry has mentioned that creating clear expectations when approvals from UTRCA are required will result in staff and consultant time savings.

In response to the Strategic Priorities and Policy Committee direction provided on April 16<sup>th</sup>, UTRCA staff have been invited to the May meeting of the Customer Service and Process Improvement Reference Group to present on their Client Service Standards, and their 2023 performance. It should be noted that the UTRCA issued an annual report in February on Section 28 permit timelines. The report highlighted that the timelines were met 98% of the time based on 2010 Provincial standards and 94% of the time based on 2019 standards developed by Conservation Ontario in 2023.

## **3.0 Financial Impact/Considerations**

Both UTRCA and the City have budget available to fund this Service Level Review. Funding a portion of this Service Level Review, will allow the City to collaborate with UTRCA on the deliverables of this project.

## Conclusion

Streamlining housing and development approvals within the City is a strategic priority in order to achieve Council's housing pledge of 47,000 units by 2031. City staff and UTRCA are collaborating on a Service Level Review within UTRCA's Environmental Planning and Regulations Department that will review the efficiency and applicability of comments during the housing and development approval process. One of the objectives of this review is to establish a culture of continuous improvement within UTRCA. As part of this project, regular quarterly updates and a final presentation to the Planning and Environment Committee are included as deliverables.

**Prepared and Reviewed by:** **Peter Kavcic, P.Eng.**  
**Manager, Subdivision and Development Inspections**

**Shawna Chambers, P.Eng., DPA**  
**Division Manager, Stormwater Engineering**

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

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

**Concurred by:** **Kelly Scherr, P.Eng., MBA, FEC**  
**Deputy City Manager, Environment and Infrastructure**

**Ashley Rammeloo, MMSc., P.Eng.**  
**Director, Water, Wastewater and Stormwater**

cc: Anna Lisa Barbon, Deputy City Manager, Finance Supports  
Paul Yeoman, Director, Parks and Forestry  
Tracy Annett, UTRCA General Manager / Secretary-Treasurer  
Mayor Brian Petrie, Town of Ingersoll (UTRCA Chair)  
Sandy Levin, City of London UTRCA Board Member

PK/SC/HMc/sm

April 25, 2024

City of London - Planning and Environment Committee  
P.O. Box 5035  
London, Ontario N6A 4L9

**Attention: Councillor S. Lehman, Chair (sent via e-mail)**

Dear Councillor Lehman and Members of the Planning and Environment Committee

**Re: UTRCA Comments  
Planning and Environment Committee Meeting – April 30, 2024  
Agenda Item 4.1  
Upper Thames River Conservation Authority Service Level Review**

The Upper Thames River Conservation Authority (UTRCA) is one of 36 Conservation Authorities established in 1947 under the Provincial *Conservation Authorities Act*. The UTRCA is a corporate body governed by a Board of Directors appointed by the 17 member municipalities within the Upper Thames River watershed. These members represent the local urban and rural communities, deciding policies and programs that will lead to a healthy watershed.

The *Conservation Authorities Act* and *Ontario Regulation 686/21* set out the mandatory programs and services of Ontario's conservation authorities which includes programs and services related to the risk of natural hazards.

As a mandatory program and service, the UTRCA's Environmental Planning and Regulations Department undertakes a range of programs and services, which include:

- Administering Section 28 of the *Conservation Authorities Act* and applicable regulations to ensure the protection of life and property from natural hazards such as flooding, erosion, wetlands, unstable soil or bedrock;
- As a body with delegated authority, under the Provincial Policy Statement, to represent the 'Provincial Interest' regarding natural hazards in the review of municipal policy documents and applications under the *Planning Act*;
- As a public commenting body under the *Planning Act* and other Acts and Provincial Plans;
- As a resource management agency operating on a local watershed basis.

The identification of natural hazard lands that include flood plains, erosion hazards, and regulated wetlands is also a mandatory program and service.

On April 1<sup>st</sup> of this year portions of the *Conservation Authorities Act*, including those portions that guide the work of UTRCA's environmental planning and regulations program, were repealed and replaced. At the same time, each of the province's 36 conservation authority specific regulations guiding regulatory responsibilities were

revoked and replaced with a new single regulation – *Ontario Regulation 41/24: Prohibited Activities, Exemptions and Permits*.

These significant legislative and regulatory changes to the *Conservation Authorities Act* are unprecedented since the original passage of the Act in 1946 and follow a series of 4 Bills introduced in the Legislative Assembly of Ontario over the past 7 years that also amended the *Conservation Authorities Act*. These changes have coincided with the vast number of changes that the Ontario Government has made in recent years to municipal planning and building legislation, to speed up development and increase the housing supply in Ontario. This level of change has required the UTRCA to not only make substantial adjustments to our planning and regulatory process, but to evaluate our entire service delivery model and seek ways to improve our process and streamline approvals. Over the last several years, the UTRCA has increased staff capacity, updated data management processes and systems, updated and improved documentation, and increased the frequency with which we meet our mandated permit review timelines. Our organization will continue to explore and implement ways to streamline our approval process and improve our customer service delivery.

The UTRCA recognizes the importance of housing and is committed to working collaboratively with the City of London, the public and the development community, to eliminate delays and streamline approvals to allow for housing and development to move forward as quickly as possible, while ensuring the protection of people and property. In the fall of 2023, City of London staff offered funding to the UTRCA to undertake a service level review of UTRCA's Environmental Planning and Regulations Department in effort to assist the UTRCA with further streamlining UTRCA's review and approval process and improve customer service delivery. This process would be like the efforts the City has undertaken in recent years to streamline site plan approvals. Beyond this, the goals, objectives and priority items for this service level review have never been discussed between the UTRCA and City of London. The UTRCA was agreeable to undertaking this type of review and began working on a draft *Request for Proposal* (RFP) outlining the scope of the review for which we would be seeking a consultant to undertake. This draft RFP was provided to City staff for review and comment in December 2023.

The UTRCA received the City's feedback on the draft RFP on April 17<sup>th</sup>, 2024, along with the information that a report on the service level review would be brought to the City's Planning and Environment Committee on April 30<sup>th</sup>. UTRCA expressed concerns about this approach and suggested a meeting with City staff to review the feedback on the RFP before the PEC meeting. Without having the opportunity to collaborate, the PEC report contains inaccurate information related to the UTRCA's flood plain mapping program and we are concerned that the scope of the review has expanded beyond what was originally proposed. We may need to seek direction from the Board of Director's on the RFP to ensure that it meets our legislated responsibilities. UTRCA is willing to work collaboratively with the City of London to refine the scope of the service level review and finalize the RFP. Further, we support the recommendations contained in the report to provide quarterly status updates to civic administration and a presentation to the Planning and Environment Committee once the project is finalized.

We appreciate the Committee's and Councillor's attention to this matter.

Sincerely,

UPPER THAMES RIVER CONSERVATION AUTHORITY



Tracy Annett, MCIP, RPP,  
General Manager  
JA/CT/TA/ta

- c.c. Brian Petrie, UTRCA Board of Directors, Chair
- Dean Trentowsky, UTRCA Board of Directors, Vice Chair
- Peter Cuddy, UTRCA Board of Directors, City of London Representative
- Skylar Frank, UTRCA Board of Directors, City of London Representative
- Anna Hopkins, UTRCA Board of Directors, City of London Representative
- Sandy Levin, UTRCA Board of Directors, City of London Representative
- Chris Tasker, Manager of Water and Information Management, UTRCA
- Jenna Allain, Manager of Environmental Planning and Regulations, UTRCA

**DEFERRED MATTERS  
PLANNING AND ENVIRONMENT COMMITTEE  
(AS OF APRIL 22, 2024)**

<b>File No.</b>	<b>Subject</b>	<b>Request Date</b>	<b>Requested/ Expected Reply Date</b>	<b>Person Responsible</b>	<b>Status</b>
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 <sup>rd</sup> 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.

<b>File No.</b>	<b>Subject</b>	<b>Request Date</b>	<b>Requested/ Expected Reply Date</b>	<b>Person Responsible</b>	<b>Status</b>
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	<del>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</del>	<del>July 25/23 (2.2/12/PEC)</del>	<del>Q2 2024</del>	<del>H. McNeely/P. Kavcic</del>	<del>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.</del>
6	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.				
7	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