Agenda Including Addeds
Planning and Environment Committee

11th Meeting of the Planning and Environment Committee

July 16, 2024

1:00 PM

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

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

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

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

Members

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

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

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Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **Scott Mathers, MPA, P. Eng.**
Deputy City Manager, Planning and Economic Development
Subject: **Quarterly Heritage Report – Q2 2024**
Date: **July 16, 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 for Heritage Designated Properties (By-law No. C.P.-1502-129, as amended). 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 second quarter of 2024 (April 1 – June 30, 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 second quarter of 2024:

- 850 Highbury Avenue North (Part IV) – stabilization of the Recreation Hall
- 75 Blackfriars Street (B/P HCD) – addition
- 781 Waterloo Street (BH HCD) – porch
- 239 Wortley Road (WV-OS HCD) – porch railing
- 538 Colborne Street (WW HCD) – porch
- 440 Grey Street (Part IV) – rear addition
- 122 Elmwood Avenue East (WV-OS HCD) – windows
- 797 Dufferin Avenue (OE HCD) – addition and alterations
- 4402 Colonel Talbot Road (Part IV) – façade retention

- 201 Queens Avenue (DT HCD) – signage
- 365 Queens Avenue (WW HCD) – landscape alterations
- 484 English Street (OE HCD) – alterations for additional residential unit
- 25 Kensington Avenue (B/P HCD) – porch
- 63 Byron Avenue East (WV-OS HCD) – paint removal from masonry, porch
- 376 Richmond Street (DT HCD) – alterations for residential unit conversion
- 392 South Street (Part IV) – adaptive reuse of War Memorial Children's Hospital
- 190 Wortley Road (WV-OS HCD) – signage
- 39 Ridout Street South (WV-OS HCD) – retaining wall
- 795 Hellmuth Avenue (BH HCD) – roof
- 316 Grosvenor Street (BH HCD) – porch
- 247 Base Line Road East (Part IV) – gables
- 471 English Street (OE HCD) – porch

The review of 100% of these Heritage Alteration Permit applications was completed within the provincially mandated timeline. One Heritage Alteration Permit application, for the heritage designated property at 332 St James Street, in the Bishop Hellmuth Heritage Conservation District, regarding porch alterations was referred to the CACP at its meeting on June 5, 2024, and Municipal Council for a decision at its meeting on June 25, 2024 (Table 1).

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

	Delegated Authority	**Municipal Council**	**Total**
HAP applications (Q2 2024)	22	1	23
HAP applications (year to date)	36	1	37
HAP applications (2023)	97	8	105
HAP applications (2022)	89	14	103
HAP applications (2021)	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 second 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: **Planning & Development and Building**
Housing Update – 2024 Year-To-Date

Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following report **BE RECEIVED**.

Executive Summary

The purpose of this report is to provide Municipal Council with information regarding tracking of Council approvals and new housing units based on their status within the planning and development application process (also called the development “pipeline”).

At the April 16, 2024 Strategic Priorities and Policy Committee, Staff presented the Targeted Actions to Increase London’s Housing Supply in support of the municipal Housing Pledge of 47,000 new housing units. The Targeted Actions report identifies tracking and reporting methods associated with different categories of housing unit in the pipeline.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Strategic Plan areas of focus, including the following under Housing and Homelessness and Well-Run City:

- The City of London demonstrates leadership and builds partnerships to increase quality, affordable, and supportive housing options that promotes access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- A well-planned and growing community that promotes faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Council Housing Approvals

In the months of May and June, there were 1,692 units and 4,982 units approved by Council respectively. As of the June 25, 2024 Council Meeting, 8,020 units have been approved for the year-to-date in 2024. These units include Zoning By-law Amendments and Draft Plans of Subdivision approved by Municipal Council.

Table 1: Year-to-date Council approved Units
As of: June 25th Council

	New Unit # Year-to-date
Council-Approved	8,020

2.0 Building Permit Housing Summary

The following section provides an update on current housing activity. It includes both data from the City's Building Division statistics and housing starts statistics from the Canada Mortgage and Housing Corporation (CMHC).

Table 2: Year-to-date New Housing Units in permits issued by the Building Division.
As of: May 31, 2024

	2024 Units Year-to-date	2023 Units Year-to-date		5-year Average Year-to-date	
		# of Units	% Change	# of Units	% Change
Housing Units in Issued Permits	1,565	601	160%	910	72%

The following table provides London's year-to-date housing starts statistics as reported by the Canada Mortgage and Housing Corporation (CMHC).

Table 3: Year-to-date Housing Starts statistics as reported by the Canada Mortgage and Housing Corporation (CMHC)
As of: May 31, 2024

	New Unit # Year-to-date
Housing Starts (from CMHC)	937

Canada Mortgage and Housing Corporation (CMHC) provides monthly updates on housing starts. CMHC defines a housing start as the beginning of construction work on the building where the dwelling unit will be located. As an example, this could mean a building foundation being constructed. Due to the delay between permit issuance and housing start there are discrepancies between the CMHC counts and the City's unit counts because the City tracks units at permit issuance.

3.0 Recent Canada Mortgage and Housing Corporation (CMHC) Housing Market Analysis

The CMHC housing market reports are published throughout the year and will be summarized in this monthly staff report. There is currently no new reporting available following.

4.0 Completed Housing Initiatives

This section of the report provides a summary list of the City's housing initiatives undertaken in support of Municipal Housing Pledge of 47,000 new units. The following initiatives have been completed since introduction of the municipal housing target in October 2022:

- Q1 2023 Council adoption of Province's Housing Pledge.
- Q3 2023 Federal Government's approval of City's Housing Accelerator Fund (HAF) Application.
- Q4 2023 Housing Open Data Initiative: Vacant Land Inventory on City's Open Data Portal.
- Q1 2024 Additional Residential Unit (ARU) policy and zoning amendments.
- Q2 2024 Targeted Actions Report: "Targeted Actions to Increase London's Housing Supply: Supporting Council's Pledge for 47,000 units by 2031".
- Q2 2024 Draft Land Needs Assessment (Community Growth Land Uses), for continued consultation.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding housing units based on their status within the planning and development application process. This report provides information on new unit approvals from Council and building permits in process and issued.

A new City of London webpage is also being prepared to highlight key housing indicators and initiatives. Until the web portal is ready, these monthly reports will be brought to Council during for the transition period.

Prepared by:	**Brandon Coveney** **Planner, Planning Policy (Growth Management)**
Reviewed by:	**Travis Macbeth, MCIP, RPP** **Manager, Planning Policy (Growth Management)**
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:
Alan Shaw, Director, Building Services
Kyle Wilding, Senior Manager, Building Services
Justin Adema, Manager, Long Range Planning

Report to Planning and Environment Committee

To: **Chair and Members**
Strategic Priorities and Policy Committee
From: **Scott Mathers, MPA, P.Eng.**
Deputy City Manager, Planning and Economic Development
Subject: **The London Plan Heights Review**
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to a proposed strategy to update development height provisions within The London Plan based on Provincial direction, and growth needs:

(a) The final report by SvN Architects + Planners entitled “London Height Framework Review”, attached hereto as Appendix “A”, **BE RECEIVED** for information.

Executive Summary

The attached London Height Framework Review (LHFR) by SvN Architects + Planners outlines development height considerations for tall buildings (defined as greater than 8 storeys). The purpose of the review is to consider revised maximum building heights in all urban Place Types and give policy direction and design standards for tall buildings. As part of the Housing Accelerator Fund (HAF) the City is reviewing the current heights framework within The London Plan.

Linkage to the Corporate Strategic Plan

Receipt and consideration of the attached London Height Framework Review supports the following Strategic Areas of Focus:

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

In April 2023, the Government of Canada through the Canada Mortgage and Housing Corporation (CMHC) announced details of its Housing Accelerator Fund (HAF). The primary objectives of HAF are to encourage housing supply growth and enhance certainty in development approvals. To secure funding, the City must demonstrate how HAF funds will achieve additional housing units beyond what will otherwise be achieved without HAF funding. The HAF funds must be spent on implementing a series of housing acceleration initiatives and any remaining funding can be used to support affordable housing, housing related infrastructure, and community-related infrastructure. The funding amount is based on housing targets set by the municipality between 2024 and 2026 and must be identified in the application.
London’s approved application provides a housing target of 2,187 additional units between 2024-2026 for eligibility of up to $74,058,143.00 under the Housing Accelerator Fund. These units must be over and above London’s recent unit construction average.

1.2 Heights Review

In 2016, at the time of the development of The London Plan, the heights framework was structured such that maximum heights were achieved through bonus zoning within any urban Place Type. The London Plan had a series of polices for bonusing to authorize an increase in height or density in return for facilities, services or matters identified in the Plan pursuant to Section 37 of the Planning Act. Section 37; however, was repealed and as a result, The London Plan was restructured to allow for standard maximum heights and an upper maximum height that may be achieved subject to site-specific zoning.

The housing market has also undergone significant changes since the original adoption of The London Plan. London has since exceeded its original population projections, and the Provincial government has amended legislation, such as the *Planning Act* and the Provincial Policy Statement, in an effort to streamline approvals and allow for greater development potential. While the Vision and City Structure Plan of The London Plan supports the increase in growth and development, it is an appropriate time to review the height policies and framework to support the changes in the housing market.

2.0 Discussion and Considerations

2.1 Overview of London Height Framework Review

The City retained SvN Architects + Planners in 2024 through HAF funding to research an update to the heights framework. The purpose of the review is to consider revised maximum building heights in all urban Place Types and give policy direction and design standards (zoning regulations and/or site plan/guideline requirements) for tall buildings (greater than 8 storeys).

The attached LHFR examines the current heights framework in The London Plan in relation to the heights that currently exist, and identify what is needed to accommodate growth, analyze comparative municipal policies for maximum heights, review challenges facing high-rise development while considering revised height regulations and form standards, and considers business desires, development feasibility, safety requirements, and local capacity constraints for maximum height policies and design standards. The LHFR summarizes findings and includes recommendations for a London-based approach.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures.

4.0 Consultation

Staff and SvN conducted multiple internal meetings with Planning and Development staff during the month of March. On April 18, Staff attended the Customer Service & Process Improvements Reference Group to discuss the overall project with the greater development community. As a result of that meeting, several small meetings were organized with representatives from the London Development Institute, London Home Builders' Association, and developers throughout the month of May. Written comments were also provided from several high-rise developers.

5.0 Timeline and Next Steps

Following the Council meeting, the SvN report will be formally posted on the City’s “Get Involved” page for the project. Staff will begin the formal application circulation for the proposed Official Plan amendments related to the Heights review. The development industry will have further opportunity to provide comments through the formal circulation, as well as through the Customer Service and Process Improvement (CSPI) Reference Group monthly meetings. The public will also have opportunity to provide their input through the formal circulation, on the City’s Get Involved page, and at the public participation meeting. The future staff report will include recommendations on

height changes within The London Plan and associated official plan policy and/or zoning by-law changes, as needed. Staff are targeting the September 10th Planning and Environment Committee. The timing of these amendments is critical, as it will have an affect on several other HAF related projects, including: pre-zoning of all sites within the Protected Major Transit Station Areas (Downtown, Transit Village, and Rapid Transit Corridor Place Types), the addition of two new Transit Villages (at Oxford-Richmond and surrounding 100 Kellogg Lane), and the creation of a new Major Shopping Area Place Type, which will ultimately allow for greater heights and intensities in these targeted areas.

Conclusion

A revised heights framework will expedite high-rise development while upholding The London Plan in a sustainable and appropriate manner. The London Height Framework Review insights will help to shape the City's Official Plan amendment related to heights and will ultimately inform several other HAF related projects.

Prepared by:	**Stuart Filson, MCIP, RPP** **Planner II, Planning Policy (Research)**
Reviewed by:	**Nancy Pasato, MCIP, RPP** **Manager, Planning Policy (Research)**
Recommended by:	**Heather McNeely, MCIP, RPP** **Director, Planning and Development**
Submitted by:	**Scott Mathers, MPA, P.Eng.** **Deputy City Manager, Planning and Economic Development**

Attachment: Appendix A – London Height Framework Review by SvN Architects + Planners

Copy: Justin Adema, Manager, Long Range Planning

Appendix A - London Height Framework Review (LHFR) by SvN Architects + Planners

SvN

London Height Framework Review: Final Draft Report

July 2, 2024

Prepared for:
City of London

Prepared by:
SvN Architects + Planners

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SvN

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1.0 Introduction

1.1 Project Background

City of London's current Official Plan, the London Plan, was adopted by Council and approved by the Minister in 2016. The Plan sets goals and priorities to shape London's growth, preservation, and evolution of London over the next 20 years (2015 – 2035). The London Plan sets a Growth Framework, establishing a plan for shaping growth over the next 20 years.

As London is experiencing unprecedented growth, implementing the Growth Framework is facing challenges. The London Plan has set a height framework outlining the Minimum, Standard Maximum, and Upper Maximum height for each urban Place Type. In recent years, some of London's development applications have exceeded the Upper Maximum height permitted in the existing height framework. Additionally, the current zoning policies are not aligned with the direction set forth by the London Plan and cannot provide sufficient direction on the built-form of new developments.

1.2 Objective

This study aims to review and provide suggestions for updating the existing height framework in the London Plan and provide design guidance on the built-form of tall buildings. The update intends to permit tall buildings as-of-right with appropriate heights aligning with London's growth while contemplating London's growth structure and built-form goals. In the scope of this study, the following Urban Place Types are reviewed:

- Downtown
- Transit Villages
- Rapid Transit Corridors
- Urban Corridor
- Shopping Areas

1.3 Methodology

This study employed four core methodologies to understand London's challenges and identify policy tools as a correspondence. First, the study reviewed London's current Policy framework, which consists of London's current Official Plan – the London Plan, and the current Zoning framework. The London Plan review focused on the Growth Framework outlined in the London Plan, the Urban Place Types and the Height Framework, emphasizing the Place Types where tall buildings will be implemented. The Zoning framework review provided an overview of the current Zoning Framework and its relationship with the 1989 Official Plan.

Second, the study reviewed London's Development Activities. This review focused on London's tall building development applications from 2016 to April/May 2024. This review started with mapping the height and location of development applications to understand the spatial and height distribution of the incoming applications, leading to a review of the application process, such as the type of application, density provisions, land use, and other zoning parameters included in the application.

Third, this study performed a jurisdictional scan to seek other Canadian municipalities' understanding of the height framework outlined in their Official Plans, their built-form requirements and guidelines, and the tools to implement them in their policy framework. Municipalities reviewed in this section included Kitchener, Ottawa, Hamilton, from Ontario and Kelowna, Victoria from British Columbia (BC).

Last, as part of this study, the project team engaged with City of London staff from related departments and stakeholders from the development industry through a series of focus group meetings. The purpose of the engagement was to understand the challenges City staff faced while implementing the policy framework review development applications and identify the problems faced by the development industry throughout the approval process.

2.0 City of London Policy Framework

2.1 The London Plan

London's current Official Plan, The London Plan (Plan), was first adopted by the Council and approved by the Minister in 2016. The current version reviewed in this study was consolidated in May 2023. Organized into nine parts, The Plan sets new goals and priorities to shape London's growth, preservation, and evolution over the next twenty years (from 2015 to 2035).

2.1.1 The Growth Framework

Chapter 4 of the London Plan establishes growth targets that change over time and sets expectations on growth management by promoting a "very compact form of growth." Meanwhile, it reduces energy consumption, decreases air emissions, allows for quality mobility choices, and significantly reduces the consumption of prime agricultural lands. There is an emphasis on growing "inward and upward" to achieve a compact form of development.

With 45% as the intensification target of all new residential development within the Built-Area boundary, the Plan provides direction on the location intensification. It states that "the most intense form of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan."

As identified in Chapter 5 of the London Plan, the Place Types establish policies to regulate development. The Plan identifies 15 Place Types, two of which are City-Wide, ten of which are urban, and three of which are Rural. It establishes permitted uses, allowed intensity of development, and built-form for each place type.

- **Urban Place Types:**
    1. Downtown: allows for the broadest range of uses and most intense forms of development. It is the highest-order centre in the city, allowing for greater height than the Transit Villages.
    2. Transit Village also allows for the broadest range of uses and most intense forms of development.
    3. Rapid Transit Corridors: These corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing a broad range of uses and moderate intensity.
    4. Urban Corridors: Similar to Rapid Transit Corridors, they offer slightly less intensity.

5. Shopping Area: offers a relatively broad range of commercial, office, and residential uses at a moderate intensity (hubs for neighbourhood).
6. Main Street: a diverse range of new and historic business areas that contain a mix of residential, commercial, and other uses (for the main streets outside the Corridors)
7. Neighbourhoods: a broad range of residential uses and some opportunity for neighbourhood-oriented commercial and public facility uses.
8. Institutional: intense forms of development are permitted.
9. Industrial
10. Future Growth

Table 8 establishes minimum and maximum heights by place type. The minimum heights identified in the table seek to ensure the level of intensity and urban form required to support the goals of the London Plan'. The maximum heights are identified under ‘Standard Maximum’ and ‘Upper Maximum’. Applications exceeding the upper maximum require an Official Plan Amendment (OPA), whereas applications exceeding the standard maximum but not exceeding the upper maximum will be reviewed site-specific and will not require an OPA.

TABLE 8 - SUMMARY OF MINIMUM AND MAXIMUM HEIGHTS BY PLACE TYPE

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Upper Maximum Height (storeys)	Condition
Downtown	3 storeys or 9m	20	35	
Transit Village	2 storeys or 8m	15	22	
Rapid Transit Corridor	2 storeys or 8m	10	12	Properties located on a Rapid Transit Corridor.
	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of the Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare.
Urban Corridor	2 storeys or 8m	8	10	
Shopping Area	1 storey	4	6	
Main Street	2 storeys or 8m	4	6	
Neighbourhood	See Neighbourhoods policies & tables			
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)	n/a	See High Density Residential Overlay (from 1989 Official Plan) policies for greater detail
Institutional	2 storeys or 8m	12	15	
Industrial	1 storey	2	n/a	Commercial Industrial Place Type only

Figure 1: Table 8 Summary of Minimum and Maximum Heights by Place Type, London Plan

This report reviews five out of the ten Urban Place type categories, which are – Downtown, Transit Villages, Rapid Transit Corridors, Urban Corridors, and Shopping Areas, which offer the greatest opportunity for growth and intensification to take advantage of existing and planned services and facilities to reduce the need to grow outwards.

An important element of the current report is to investigate the relevance and acceptance of the current height restrictions of the urban place types. Chapters 3 and 4 provide further details on development activity review and stakeholder engagement, which has informed the recommendations of this report and are identified for consideration under Chapter 6 of this report.

2.2 Zoning Framework

2.2.1 Overview of the current Zoning framework, a legacy from the 1989 Official Plan

The current By-law Z-1 (1993) implements the policies of the previous 1989 Official Plan. The disconnect between the in-effect Zoning provisions and the in-effect Official Plan (The London Plan) makes the development process cumbersome and uncertain for applicants. This also affects the ability of City staff to review development applications as the London Plan (Table 8) identifies height provision without additional direction or guidance on built-from criteria (i.e. setbacks, stepbacks, podium height, building separation and others).

The in-effect provisions of the Downtown Area (DA) Zone, Section 20 of the Z-1 (1993) zoning by-law, provide a brief overview of the disconnect. Table 20.3 Regulations for DA Zone Variations identifies zone variations provisions and a maximum height of 90 m with the additional provision of a holding symbol 'h' provided under Section 3.8 (2) (d). DA1 (2), with a maximum height of 110.0 m, and DA2 (7), with a maximum height of 186 m, are the only exceptions. With the exception of the Downtown Area, the current zoning by-law doesn't enable taller built-form in the rest of the city.

2.2.2 ReThink Zoning - Ongoing Comprehensive Zoning Review

The City of London is updating its Zoning By-law. Initiated in 2019, the ReThink Zoning project will establish the new by-law to replace the current By-law Z-1 (1993), which enables the City to implement the policies in its previous 1989 Official Plan. The new Zoning By-law will regulate the implementation of the London Plan. The new zoning provision regulates provisions for intensity, form and use for the Place Types introduced in the London Plan. The Discussion Paper #6. Zoning in on Place Types identifies planning priorities and zoning considerations for each Place Types.

The discussion paper identifies four guiding principles which inform the planning and zoning considerations in the Appendix. The overarching intent of the principles is to create less onerous provisions and context-sensitive permissions, identify regulatory incentives, and encompass other policy tools (i.e. High-Density Residential Overlay, Protected Major Transit Station Areas, and Near-Campus Neighbourhood policies).
The Appendix. Planning Priorities and Zoning Consideration by Place Types further elaborates on specific criteria such as – use, intensity, form, parking, climate emergency, and housing affordability. This report reviews only the criteria related to the provision of built-form – use, intensity, form and parking and informs the recommendations identified in Chapter 6.

In June 2023, City staff provided a progress update in the form of a report to the Planning and Environment Committee. City staff is currently reviewing the working draft zoning by-law document.

2.3 Draft Urban Design Guidelines (2019)

The City of London released the draft City-Wide Urban Design Guidelines in 2019. It is an illustrated document based on the City Building Policies of the London Plan and designed to assist in implementing these policies. The draft was completed in 2019 and went through the consultation process from October to March 2020. While the draft Guidelines were not updated after the consultation and were not yet approved or in effect, they provide guidance on a number of built-form criteria. The design guidance was reviewed while preparing this report.

3.0 Development Activities in London

In recent years, London has received several development applications that exceed the height framework set per Place Types in the London Plan. This report reviews development applications received from 2019 to 2024 (up to May) that fall into Downtown, Transit Villages, and Corridors Place Types.

This report reviewed these applications' proposed height and density, zoning, and other zoning parameters (i.e. setbacks, parking, and other form parameters) against existing Zoning and Official Plan regulations and guidance to determine which criteria require reconsideration. This section provides an overview of the observations.

Height

For Downtown areas, the current maximum height permitted is 35 storeys. Three tall building applications have been received in downtown, among which two are combined Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications with proposals exceeding the current maximum permitted heights: 451 Ridout Street proposed a 40-storey residential tower, and 50 King Street proposed two towers at 43 and 53 storeys. Both these applications have been approved by the City Council. 320 King Street is a ZBA application only, with height at 35 storeys.

For Transit Villages, the current maximum height permitted is 22 storeys. Seven tall building applications have been received in Transit Villages, among which four applications are combined OPA and ZBA applications with proposals exceeding the maximum permitted height, ranging from 25 storeys to 33 storeys. The other three applications proposed buildings ranging from 18-22 storeys.

For Corridors, the current maximum height permitted in Rapid Transit Corridor is 16 storeys if located within 100m of a station or at the intersection of a Rapid Transit Corridor and Civic Boulevard or Urban Thoroughfare. The maximum height permitted in the rest of the Rapid Transit Corridor area is 12 storeys, and 10 storeys for Urban Corridor. Among the six applications received, only two exceeded the maximum permitted 16 storeys. 1453-1459 Oxford Street East originally applied for 24 storeys and was approved at 18 storeys; 359 Wellington Road is an application received recently in March 2024 and is still under review. It’s worth noticing that 359 Wellington proposed a tower floor plate of 750 square metres, significantly lower than other development applications received in London. All other four applications

proposed the maximum permitted height of the corresponding Place Types.

Development applications frequently propose heights which exceed the current height provision in Downtown and Transit Corridors. The height demand in Rapid Transit Corridors and Urban Corridors is limited, with only two out of the six applications demanding taller buildings and one of which only demands two additional storeys in height. The height difference between the London Plan provision and the demand from the development industry is more obvious in Downtown and Transit Villages areas.

Zoning - Uses and Density

The current Zoning By-law (ZBL) is a legacy of the 1989 Official Plan and has yet to be updated to match the growth framework of the current London Plan. The current zoning typically includes provisions including use, density written as units per hectare (uph), and heights written in metres.

For applications in downtown areas, the lands are zoned as Downtown Area (DA) zones (DA1 and DA2 variation) that provide a broader range of uses. Applicants seek ZBAs for a consistent DA zone across the site and higher development density (including uph and taller building heights).

For applications in Transit Villages, the current zoning are predominantly Shopping Areas, including the various sub-categories of Shopping Areas (Associated/Neighbourhood/Regional/Commercial Shopping Areas). The current Shopping Areas zoning limits the residential uses permitted on-site. To permit higher-density mixed-use developments, these applications proposed either Business District Commercial (BDC) zoning to relief the application from height/density/use limitations or a combined Residential Zone and Shopping Area Zone with special provisions to allow for more density and a variety of different uses.

The current zoning for areas in Rapid Transit Corridors and Urban Corridors includes light industrial zones, low-density residential zones, office residential zones, and BDC zones. To overcome current height limits, applicants are rezoning land to either BDC zones or high-density residential zones (R9/R10) with special provisions to permit proposed height and density.

The current zoning framework does not support the intention of the London Plan, and the zoning categories are yet to fully support the nature of mixed-use development with high-density residential and commercial uses. In addition, the zoning regulates density in both building heights (in metres) and units per hectare (uph). While the zone category in the Downtown Area has been updated to support mixed-use high-density developments, the zoning of Transit Villages and Corridors areas varies and needs to be updated cohesively to support the growth framework set out in the London Plan.

Other Zoning Provisions

In addition to the zone categories, the applicants seek amendments to specific to zoning provisions, mostly lot coverage, yard requirements, minimum landscaped open space, and parking/bicycle parking requirements.

The three applications in Downtown have sought relief in different provisions. 320 King Street applied for a further increase of lot coverage from 95% to 97% and a reduction of minimum landscaped open space from 5% to 0%. 451 Ridout Street North applied for a reduced setback of the residential component of the building from the required 44.4m to 17.9m. 50 King Street applied to permit the residential component of the buildings to be located near the street frontage to reduce the number of required bicycle parking spaces from 117 short-term spaces and 300 long-term spaces to 50 short-term spaces and 720 long-term spaces.

For applications received in Transit Villages, proposals sought a reduction of yard requirements. Front yard requirements are reduced to either 0.0m or 1.5m, at a maximum. A major reduction in rear yard and side yard setbacks was also applied, as the current requirements in the zoning bylaws are typically over 10m. One of the proposals applied for 0m for both front yard and exterior yard side setbacks. Similar to Downtown, applications have asked for an increase of maximum permitted lot coverage and a reduction of minimum landscape coverage requirements. A few Transit Villages also applied for a reduction in parking minimum requirements.

Zoning amendments were sought in similar areas among applications received in Rapid Transit Corridors and Urban Corridors. Applicants have asked for the reduction of yard setback requirements to the minimum, mostly 0.0 m for front yards. Setback requirements for yards abutting residential zones are also significantly reduced. In addition, applications have asked to increase the maximum permitted lot coverage, reduce minimum landscape coverage, and reduce the minimum parking rate.

Across Downtown, Transit Villages, Rapid Transit Corridors and Urban Corridors, the amendments sought through the ZBA process are relatively consistent. Proposals have been seeking relief in maximum lot coverage, minimum landscape coverage, front and side yard setback requirements, parking spaces, and bicycle parking spaces. Similar to the existing land use, the built-form provisions are yet to serve the intention of the London Plan. Additionally, the zoning provisions cannot provide sufficient guidance on the built form of new developments.

4.0 Jurisdictional Scan

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After the issues are identified through the development applications review, a jurisdictional scan of best practices were performed to seek understanding of implementation strategies that have been employed in other municipalities in similar situations and scale of London. The jurisdictional scan has reviewed three topics:

- Height provisions for areas equivalent to London's Downtown, Transit Villages, Rapid Transit Corridors and Urban Corridors
- Built form requirements
- Implementation framework (e.g. Official Plan, Zoning, and Design Guidelines)

To better assist the decision-making process for London, the scan reviewed five municipalities including Kitchener, Ottawa, Hamilton from Ontario, Kelowna and Victoria from British Columbia. These municipalities are selected firstly because they share similar size, population, and scale with London. More importantly, the policies regulating growth, height, and built form of these municipalities were updated in relatively recent years, making them more relevant to the current Canadian development context.

Table 1 Summary of Reviewed Official Plan Height Framework

	London	Kitchener	Ottawa	Hamilton	Kelowna	Victoria
Downtown Height Range	3-20 storeys (max 35 storeys)	Applicable for 7/10 PMTSAs Strategic Growth Area C Min. FSR=2.0 No max height	40 storeys (over 41+ are identified in Secondary Plans, e.g. Central Area: 163.8m)	Up to 30 storeys	3-26 storeys	Core Songhees: 3-20 Core Residential: 4-20 Core Business: 10-24
Corridor Height Range	2-12 storeys (max 16 storeys)	Strategic Growth Area B Min. FSR=1.0 Max Height 25 storeys Strategic Growth Area A Min. FSR=0.6 Max Height 8 storeys	Mainstreet corridors: 2-40 storeys Minor Corridors: 2-9 storeys in Downtown, 2-6 storeys in other area	Low to mid rise (up to 12 storeys), with some areas permitted to accommodate high density and high-rise built-form	6-26 storeys	Core Employment: 5-15
Transit Villages (MTSAs)	2-15 storeys (max 22 storeys)		Min. 4 storeys if within 300m radius/400m walking distance, Min. 2 storeys if outside.	(Minimum 160 residents and jobs per hectare)	3-14 storeys	Town Centre: 4-10, max 3:1 Floor Space Ratio
Height Flexibility	Provides upper	Allows site-specific zoning		For Downtown area identified	Consider support	Additional density may be

	maximum height for each Place Type	of up to 4 storeys in addition to existing zoning for SGA-A, and up to 10 storeys in addition to existing zoning for SGA-B, without ZBA		as 3-6 storeys, may be permitted up to 12 storeys without OPA	higher development that provides: affordable/rental housing, significant public amenity, offsite provisions, smaller tower floor plates, or extraordinary architectural design	considered where public benefit is provided

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Table 2 Summary of Urban Design Guideline Requirements

	Kitchener (Zoning)	Hamilton (Site Plan)	Ottawa	Kelowna (Official Community Plan)	Victoria (Downtown Core Area Plan)
Definition of Tall Building		Over 12 storeys	10 storeys or more	Over 13 storeys	Tall buildings: Greater than 23m Mid-rise buildings: up to 36m High-rise buildings: greater than 36m
Podium Height	3-6 storeys	Minimum: 7.5m, or 3.4 storeys for main retail streets Maximum: ROW width	2 - ROW width; may permit additional height through stepbacks or architectural articulation	2-4 storeys, does not exceed 80% of the ROW	Should not exceed 18m (approximately 5 storeys)
Separation Distance	7-12st: 12m 13-18st: 18m 19-36st: 24m 37+st: 30m	25m	Minimum 23m; 15-20m may be considered	25m	20m between residential towers 16m between commercial and residential towers 12m between commercial towers
Tower Floorplate	7-12st: max 2,000 sqm 13-18st: max 1,200 sqm 19-36st: max 1,000 sqm 37+st: max 900 sqm	Residential: max 750 sqm Offices: max 850 sqm	Residential: 750 sqm Office: 2,000 sqm	Maximum tower width of 40m	Residential: 650 sqm; max floor plate width of 24m and a north-to-south tower orientation. Commercial: 1,500 sqm for portions above 23m, 1,200 sqm for portions above 45m, and 1,000 sqm for portions above 50m
Setback and Stepbacks	Setback: Below 7st: 3m 7-12st: 6m	Maximum setback of 2m for the first storey; maximum	7.5m setback and min. 20m tower setback from		Minimum 10m from the adjacent rear and side

	13-18st: 6m 19-36st: 6m 37+st: 6m	setback of 6m for the portion of a building providing an access driveway to a garage. Stepback: minimum 3m	abutting low-rise residential properties		property line Minimum tower step-back of 3m from street wall (podium)
Angular Plane	No requirement	No requirement	45° transition to lower scale	No requirement	No requirement
Other Provisions	Minimum lot width and lot area: Below 7st: 30m; 1,500 sqm 7-12st: 30m, 1,500 sqm 13-18st: 36m, 1,800 sqm 19-36st: 42m; 2,000 sqm 37+st: 48m; 2,400 sqm	Minimum retail floor height: 4.5;	Min. 1,350 sqm for corner lot, Min. 1,800 sqm for interior lot or through lot, Larger lot required for over 30-storeys towers.	First floor height 4.5m; Maximum 4 towers per block; Orient towers in a north/south direction, etc.	For multi tower development, a minimum 2 storey height difference is recommended.

4.1 Kitchener

In 2023, Kitchener initiated Growing Together project, to update the planning framework for Kitchener's Major Transit Station Areas (MTSAs) through land use policies and zoning regulations. The first phase of this project, Growing Together West, has been approved by Kitchener City Council. This includes an OPA and a ZBA that applies to seven out of the ten MTSAs in Kitchener. The final phase of the project, Growing Together East, will update the planning framework for the remaining three MTSAs.

Planning Framework

The project introduced Strategic Growth Areas (SGAs) as a new land use category to the Official Plan and Zoning. Strategic growth area land use designations are applied within the Urban Growth Centre (Downtown) and Protected Major Transit Station Areas (PMTSAs). It is intended for these areas to accommodate a significant portion of Kitchener's growth.

In the Official Plan, Strategic Growth Areas include three lands use designations, Strategic Growth Area A, Strategic Growth Area B, and Strategic Growth Area C.

SGA-A is intended to accommodate intensification within the existing predominantly low-rise residential neighbourhoods or lots that are generally too small to accommodate tall buildings. The height limit for SGA-A area is 8 storeys. SGA-A areas are anticipated to be intensified through low-rise to medium-rise residential infill and compatible non-residential uses such as retail, commercial, and offices.

SGA-B is intended to serve as a transition from low-rise residential in SGA-A to medium and high-rise residential in SGA-C. It is intended to accommodate significant intensification with restrictions on building heights as an interim measure. SGA-B will accommodate a range of housing options from midrise to high-rise residential. The height limit for SGA-B area is 25 storeys. In addition to the compatible non-residential uses, SGA-B also permits larger facilities including exhibition or conference facilities, and larger institutional uses such as hospitals and community facilities.

SGA-C is designated to areas that are in general centrally located and is intended to accommodate significant growth through high-density developments. No maximum building height is specified, and some high-density developments in SGA-C might need land assembly.

The Zoning By-law is also updated to reflect the change. Strategic Growth Area Zones apply to the land designated as Strategic Growth Areas in the Official Plan, and the zones are categorized as follows:

- **SGA-1 - Low Rise Growth Zone**, corresponding to SGA-A in the OP;
- **SGA-2 - Mid Rise Growth Zone**, corresponding to SGA-A or SGA-B in the OP;
- **SGA-3 - High Rise Growth Zone (Limited)**, corresponding to SGA-B or SGA-C in the OP; and
- **SGA-4 - High Rise Growth Zone**, corresponding to SGA-C in the OP.

Built Form Requirements

SGA-1 zone has a height limit of 11 metres, and SGA-2 zone has a height limit of 8 storeys. For the purpose of this research, SGA-3 and SGA-4 provisions are reviewed.

For tall buildings falling into SGA-3 and SGA-4, Kitchener's updated zoning has included built-form provisions for the entire building and the base building, including lot size, floor space ratio (FSR), and base building heights (3-6 storeys). For the tower, the zoning separated the tower portion per height, and adjusted built-form requirements accordingly: storeys 7-12, storeys 13-18, storeys 19-36, and storeys above 37. The requirements of lot sizes, separation distance, and setback increase for the taller portion of the tower, and the maximum floor plate area decreases.

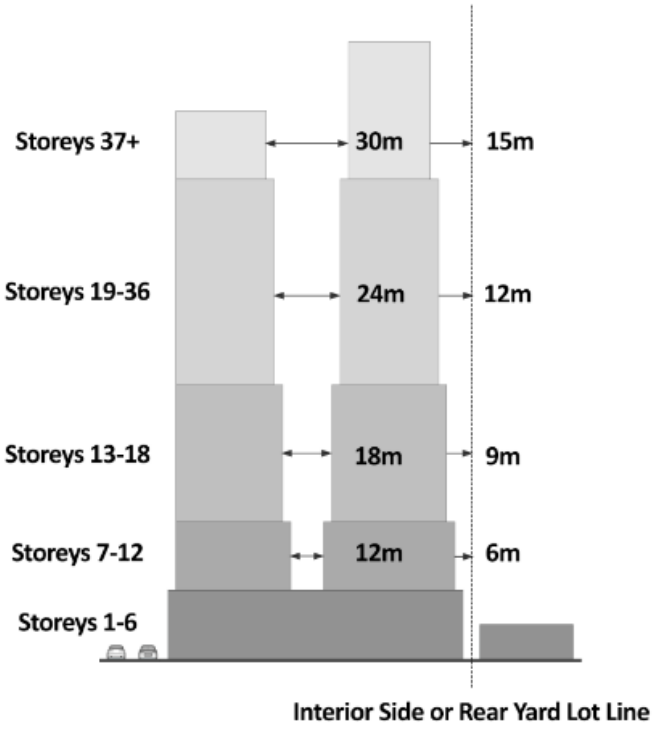

Figure 2 City of Kitchener, Tower Separation

The recent policy updates from Kitchener brings future Kitchener growth to the Downtown areas and MTSAs. The introduction of SGA to both the OP and zoning allows for consistent policy directions within the planning policy framework.

For built-form provisions, Kitchener's approach to adjusting requirements per tower section allows for more specified provisions and flexibility for buildings with different heights. In addition, these prescriptive built-form provisions could be effectively implemented in the zoning, allowing for ideal developments in designated areas.

4.2 Hamilton

Planning Framework

Hamilton's growth is guided by the Hamilton Urban Official Plan, which came into effect in 2013.

Hamilton's Urban Structure Elements include Urban Nodes (Downtown, sub-regional service nodes, community nods), Urban Corridors, MTSAs, Major Activity Centres, Neighbourhoods, Employment Areas, and Major Open Space.

Downtown Hamilton Secondary Plan is included in the OP to further guide the developments in Downtown, which lists the height framework for Hamilton downtown. As guided by the Secondary Plan, new tall buildings shall be no greater than the height of the top of the Escarpment as measured between Queen Street and Victoria Avenue. Similar to the existing London Plan height, the maximum permitted height in downtown Hamilton is 30 storeys, and the height range for Corridor is up to 12 storeys.

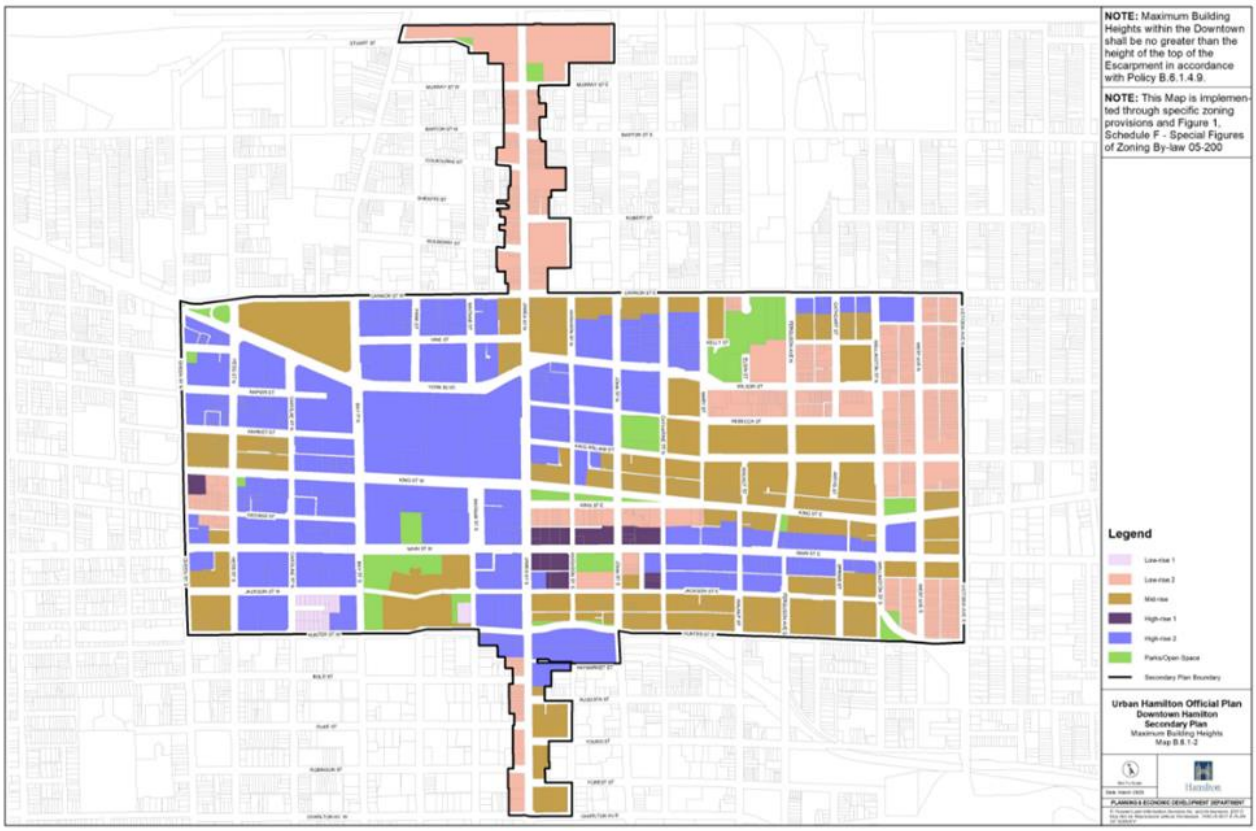

Figure 3 City of Hamilton, Downtown Secondary Plan

Built Form Requirements

The Downtown Secondary Plan has included general built-form requirements for tall buildings, mainly requiring that podium design, setbacks, and tower separation design consider the existing and/or planned context. The Secondary Plan built-form requirements did not include specific numeric values to support

the above guidance.

In 2018, Hamilton released the Downtown Hamilton Tall Building Guidelines as a reference document to build on existing policies to guide the design of tall buildings within Hamilton's Downtown. It is referred in the Downtown Secondary Plan that the document shall be used by City Staff when evaluating tall building development proposals (greater than 12 storeys). However, the Secondary Plan also indicated that the Guidelines are not intended to limit creativity and innovation in design. Alternative built forms achieving the intent of the Guidelines shall also be permitted, subject to demonstrating good planning principles and meeting the vision of the Downtown Secondary Plan.

Similar to some other Ontario municipalities, specific built-form provisions are included in the Tall Building Guidelines of Hamilton, referred to as guidance in the Secondary Plan. Typically, the Guidelines are challenged with respect to implementing built-form requirements compared to built-form provisions embedded in the zoning.

4.3 Ottawa

Planning Framework

The City of Ottawa's new Official Plan was approved and came into effect in 2021, replacing the previous Official Plan that was in effect in 2003. The New OP outlines a comprehensive land use policy framework to guide growth and development within Ottawa until 2046.

Figure 4 City of Ottawa, Built-Form Transect

Ottawa's New OP divides the city into six concentric policy areas called "Transects," ranging from Downtown, Inner Urban, Outer Urban, Suburban the more urbanized areas, and Greenbelt and Rural Areas as the less urbanized areas. The height framework of the OP is set within the four urban transects and further divided into Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods within each transect. The tallest buildings are in the Downtown Hubs, with heights ranging from a minimum of 10 storeys and a maximum of 40 storeys. Some Downtown Hubs area could go beyond 41+ storeys through criteria and area-specific policies. All areas designated as Hubs in the urban area have a maximum height of 40 storeys. Despite Downtown Mainstreet Corridors are limited at 9 storeys maximum in building heights, the Mainstreet Corridors in other transects could go up to 40 storeys. Minor Corridors in Downtown Ottawa could go up to 9 storeys, while in other urban transects, the height is limited to a maximum of 6 storeys.

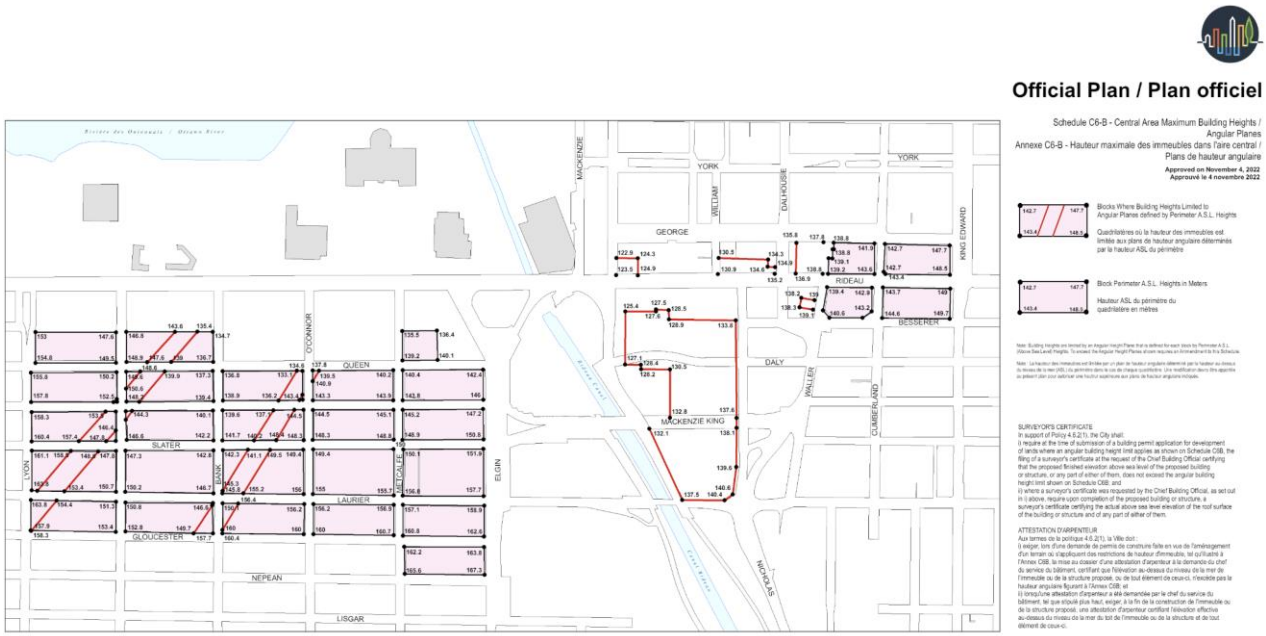

Figure 5 City of Ottawa, Schedule C6-B Central Area Maximum Height and Angular Plane

The in-effect zoning by-law of Ottawa was first released in 2008. For Central Ottawa, this zoning includes Mixed-Use Downtown zone (MD zone), General Mixed-Use zone (GM zone), and Residential Fifth Density zone (R5 zone) to support denser developments. Ottawa is also updating the zoning by-law, after committing to build more housing under the Federal Housing Accelerator Fund. The new zoning bylaw is looking to better implement the policies in the Official Plan and address affordable housing crisis in Ottawa. Specific updates include removing minimum parking requirements, permitting fourplexes across the City, and ban new surface parking lot in Downtown area. The first draft of the zoning by-law is published for public consultation April, 2024.

In addition, for buildings taller than 10 storeys, Ottawa City Council approved the Urban Design Guidelines for High-Rise Buildings in 2018. The Guidelines is established to contribute to the view and character of the city, and create public realm that are pedestrian friendly. The Guidelines mainly include provisions related to respecting context, built form, and pedestrian realm.

Built Form Requirements

For Ottawa's Central area, the densest areas are zoned as Mixed-Use Downtown zone, which allows for no yard requirements, no lot size/width requirements, and no floor space index (FSI) requirements unless specified. The maximum building heights in this zone follow the Schedule shown above. In the General

Mixed-Use zone, the maximum building height is generally restricted to 18 metres and the maximum FSI is 2. The minimum front yard requirement in this zone is 3 metres, and the minimum rear yard requirement abutting residential area is 7.5 metres. The GM zone is then categorized into multiple subzones, with different density and yard requirements in different subzones. Similarly, the Residential Fifth Density zone is also subdivided into different subzones, and the yard requirements vary for each zone.

In addition to the requirement in the zoning, the Urban Design Guidelines for High-rise Buildings outlines provisions including transition considerations, tower floor plate size, and separation distance. For high-rise development abutting a low-rise residential area, the Guidelines requires a sufficient lot size to achieve separation distance to minimize impact on adjacent neighbourhoods. The Guidelines require a corner lot size of 1,350 square metres, and an interior or through lot size of 1,800 square metres, to establish a minimum of 20 metres of tower setback from stable low-rise area.

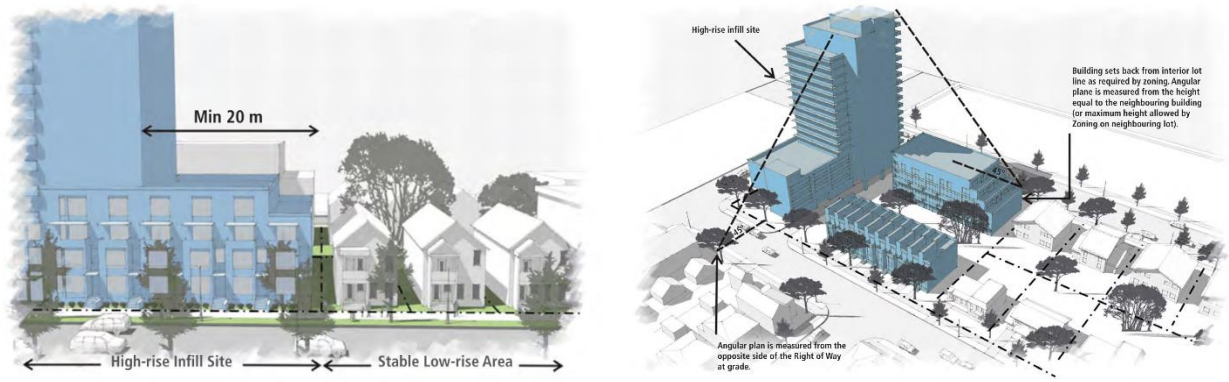

Figure 6 City of Ottawa, Tall Building Guidelines (Tower Setback and Angular Plane)

As for tower floor plate size, the Guidelines defines bar buildings (slab) as buildings with a slenderness ratio over 2:1 or more (the quotient of height:width). The Guidelines prefers point towers with a smaller floor plate, and indicates that the maximum height of a bar building (slab) should not exceed 12 storeys. The Guidelines suggests the maximum tower floor plate should not exceed 750 square metres for residential buildings, and should not exceed 2,000 square metres of office buildings. Larger floor plates could be considered in suburban areas with design features mitigating shadow and wind impact, and allow access to natural light. The Guidelines also set the minimum tower separation distance at 23 metres for tower less than 30 storeys, and 25 metres for tower more than 30 storeys.

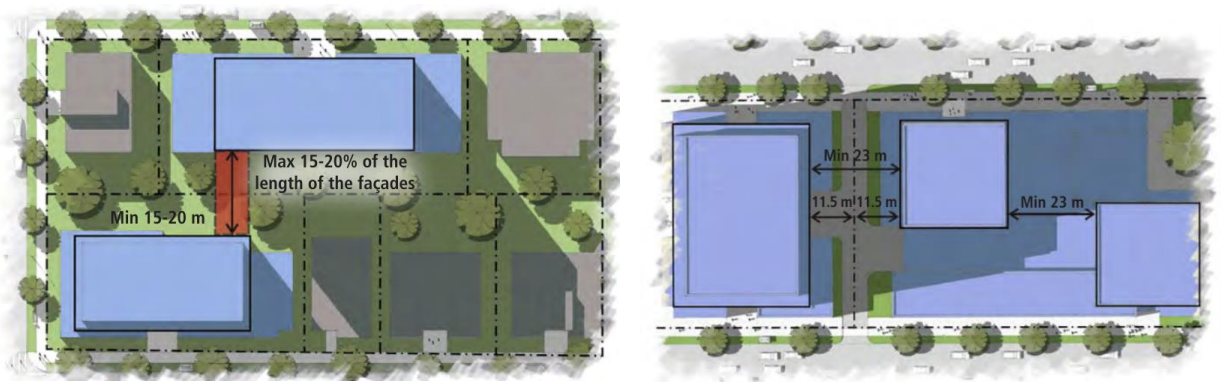

Figure 7 City of Ottawa, Tall Building Guidelines (Tower Separation)

Similar to London, Ottawa's latest Official Plan also established the growth framework that guides growth to Downtown and Mainstreet Corridors. The current zoning generally supports the OP's vision for intensification along Downtown and Corridors, but the heights permitted in zoning are still below the OP provisions. Ottawa's recent updates to the zoning bylaw could further assists in the implementation of the growth framework set in the Official Plan.

4.4 Kelowna

Planning Framework

In 2022, Kelowna has adopted the 2040 Official Community Plan (OCP). The OCP sets Kelowna's Growth Strategy Districts to Urban Centres, the Core Area, the Gateway, Suburban Neighbourhoods and Rural Lands. Within the Urban Centres, Downtown is the tallest point of the city, with the required building heights ranging from a minimum of 3 storeys, and a maximum of 26 storeys. The OCP suggests to consider supporting buildings taller than 26 if the proposal contains significant benefit to Kelowna citizens, such as affordable housing, significant public amenity, offsite considerations, smaller tower floor plates, or outstanding architectural design. Built form requirements are also written under the Form and Character chapter in the OCP.

Built Form Requirements

The OCP generally considers high-rise residential and mixed-use buildings over 13 storeys. These buildings generally have a shared main entrance and secondary accesses to units within the building. The first floor of these buildings are typically ground oriented residential units and/or commercial retail accessed from

at-grade.

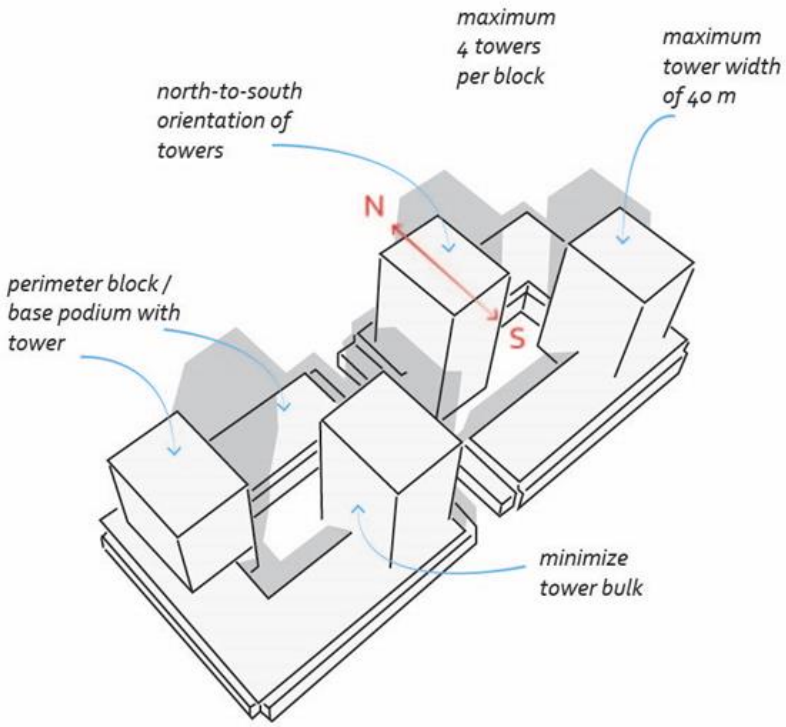

Figure 8 City of Kelowna, Tall Building Guidelines, Tower location and Orientation

These buildings are considered to be consist of the podium, the tower middle, and the tower top. For the podium, the OCP requires a minimum first floor height of 4.5 metres, and a podium height ranging from 2-4 storeys, or not exceed 80% of the adjacent street right-of-way width. The OCP also guides towers to oriented in a north/south direction, and requires a maximum of four towers should be located within an individual block. To minimize shadow impact and avoid long slabs, the OCP requires a maximum tower width of 40 metres. The OCP also requires a tower separation distance of 25 metres.

Different from Ontario municipalities that typically write built-form requirements in urban design guidelines (Hamilton) or sometimes zoning (Kitchener, Ottawa), Kelowna's OCP is a stronger tool for Kelowna to implement the height and built form requirement. The requirements on maximum tower length of 40m could effectively also limit long slabs being built, and listing smaller floor plates as part of the height bonus conditions could also encourage point towers to minimize shadow impact.

4.5 Victoria

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Planning Framework

Victoria's current Official Community Plan (OCP) was released in July 2012 and last updated in September 2023. The Victoria OCP looks forward to 2041, which provides an opportunity for Victoria to address challenges in climate emergency, housing crisis, social and cultural inequalities, infrastructure deficits and an aging population. The OCP is updated roughly on a 10-year basis. The latest update was in 2023, to reflect key citywide policies that had been approved in the decade since the plan was originally adopted.

With the dramatic growth in population in recent years and decades, Victoria is anticipating its population to reach 111,300 by 2041. Victoria established the growth management concept based on a strong Urban Core and network of walkable Town Centres and Urban Villages with diverse housing connected by sustainable mobility options. Victoria is expecting Urban Core to absorb 50% of the population growth by 2041; 40% of the growth is allocated towards Town Centres and large Urban Villages, with the rest of the city accommodating the remaining 10%.

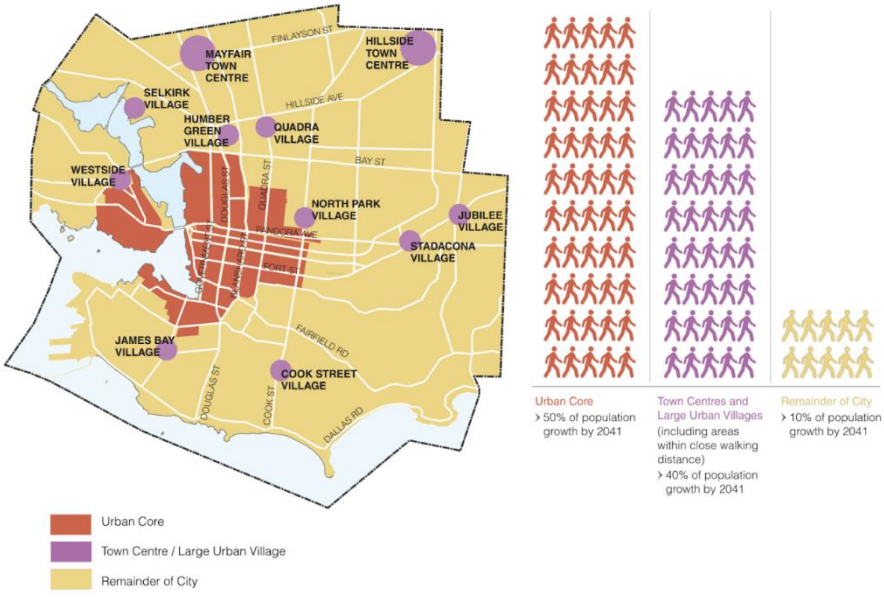

Figure 9 City of Victoria, Growth Management Concept

The OCP also sets a height range that is permitted for each area. For areas in Core, the maximum height permitted is 24 storeys. For Core Employment / Corridor areas, the height ranges from 5 to 15 storeys. Town Centres's height ranges from 4 to 10 storeys, with a maximum 3:1 FSR permitted.

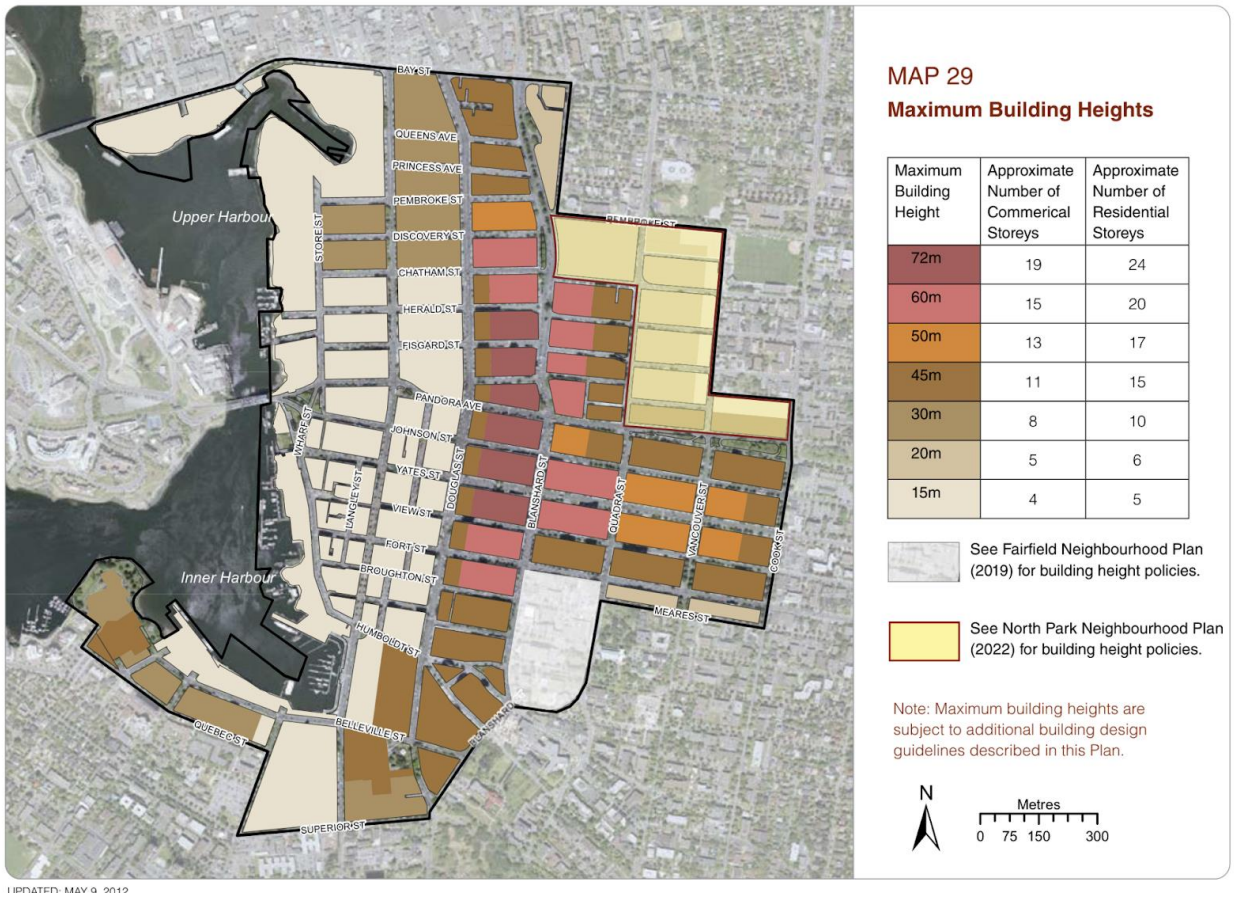

Figure 10 City of Victoria, Map 29 Maximum Building Height

To specifically guide the development of the Downtown Core, the Downtown Core Area Plan (DCAP) was released in 2011 and lastly updated in July, 2022. The latest DCAP will serve to implement the policy direction for portions of the Urban Core as described in the new OCP. An Official Plan amendment was then introduced to the OCP following the update of the DCAP. The DCAP further specified the height provisions for all areas in the Urban Core.

Built Form

The Victoria DCAP includes a set of Design Guidelines that define and regulate building heights. According to these guidelines, tall buildings are those with heights greater than 23 metres, while buildings up to 36

metres are considered mid-rise, and those taller than 36 metres are classified as high-rise. The DCAP Guidelines also stipulate that the height of a building's podium should not exceed 18 metres (approximately 5 storeys). In terms of separation distance, the DCAP Guidelines distinguish between different types of uses, requiring 20 metres between residential towers, 16 metres between commercial and residential towers, and 12 metres between commercial towers. Notably, the DCAP Guidelines do not include any requirements for the provision of an angular plane.

For floor plates, the DCAP Guidelines require only 650 square metres maximum for residential towers and further limit the tower size by requiring a floor plate width of 24 metres and north-to-south tower orientation. For commercial towers, the DCAP Guidelines require a maximum of 1,500 square metres for portions above 23 metres, 1,200 square metres for portions above 45 metres, and 1,000 square metres for portions above 50 metres. The DCAP Guidelines also recommend a 2-storey height difference between the towers in a multi-tower development.

Victoria's OCP-DCAP system was constantly reviewed and updated to provide consistent guidance for the development of Urban Core. Similar to the Kelowna example reviewed, Victoria built the design guidelines in the OCP/DCAP, which is typically considered to be a stronger tool for enforcing the built form provisions.

Though some of the provisions might be stricter than the typical requirements in Ontario (e.g., 650 square metres of maximum floor plates), Victoria's "layered" requirement on separation distance is similar to Kitchener's floor plate provision. The height difference in multi-tower development could also be referenced to achieve a differentiated skyline design.

Summary of Jurisdictional Scan Findings

In response to the rapid growth and housing shortage, municipalities across Canada have been updating both their Official Plan and zoning framework to guide growth to areas that are transit accessible. Municipalities have attempted to permit taller buildings with as-of-right zoning in downtown areas, transit hubs (transit villages), and transit corridors. The municipalities reviewed have included a height range for urban areas, and the listed heights are generally similar to London's current provisions with variations according to city sizes. In addition, municipalities are generally willing to permit proposals taller than the maximum height if community benefits or adequate design considerations are provided in the proposal.

Among the municipalities reviewed, it is worth noting that more built-form provisions are now being included in the zoning by-law or in the Official Plans instead of the design guidelines. Incorporating built-form requirements into Official Plans and Zoning by-laws provides stronger tools to implement these provisions but could act as a deterrence and be perceived as restrictive. Typically, building heights (in

storeys or metres) are included in the OP; setbacks, stepbacks, and density (typically as floor space index or floor area ratio) are included in the zoning by-law; and tower floor plates are included in the design guidelines. Other provisions such as tower stepbacks, tower orientation, tower size, and separation distances are included in various policy documents among the municipalities reviewed.

5.0 Stakeholder Engagement

A series of focus group workshops was conducted to understand the challenges faced by City of London staff and the development industry. During these discussions, the project team first introduced the research's intent and findings to date and then started the conversation with initial questions covering the range of topics presented in this report. Participants at each session shared their concerns and ideas on the issues. A summary of feedback is provided below.

5.1 Engagement with City of London Staff

On April 16th, an online focus group discussion with City of London staff was held. The attendees featured City staff from multiple departments, including Planning Policy, Zoning and Public Property Compliance, Sewer Engineering, the City Solicitor's Office, Development, Site Plan, Planning Implementation, and Long-Range Planning. Staff shared concerns and thoughts on built form requirements and challenges in the planning process for implementing policies.

Height and Density

- London has been receiving development applications significantly over the current height framework proposed in the London Plan.
- Applications received recently are applying for 35 storeys in Transit Villages (maximum height is 22 storeys) and 25 storeys in Rapid Transit Corridors (maximum height is 16 storeys).
- Staff are finding that applications in excessive heights do not align with the growth hierarchy set up in the London Plan, given that the applications received in Transit Corridors match the building heights in Downtown.
- While staff are suggesting removing the maximum height requirement for the Downtown area, the project team and staff discussed the potential negative impacts on land value if height requirements are removed.
- Staff and the project team also discussed the proper height for London's downtown. Despite understanding that proposals are asking for heights as tall as 55 storeys, staff are concerned if London's current market could support such development across the Downtown and if one single large-scale development could impact the overall revitalization of Downtown London.
- Staff and project team discussed precedents on implementing the density

Built Form

- Staff found it challenging to enforce built-form provisions, such as setback, stepback, and tower floor plate size, given these provisions are not prescribed in the zoning by-law or the London Plan.
- Other than Heritage District, which enforces a 5-metre stepback through the Heritage Team, staff generally find stepback very challenging to implement.
- Staff expressed ideas on proposing landscape buffer and separation to mitigate impact on lower-density residential areas.
- Regarding amenity area requirements, staff points out that the current by-law only provides minimum landscape space and shared interests in integrating amenity requirements in new developments (e.g. resident amenities/privately-owned public space per unit).

5.2 Engagement with the Development Industry

The project team held focus group meetings with the development industry to capture the voices and perspectives of developers of different scales and focus areas. Attendees of these meetings include high-rise developers, rental housing developers, property management, planners, and lobbyist organizations. The project team introduced the intent and scope of the project, background research up to date, and initiated the conversation by asking the development industry to share the challenges they faced while developing and managing projects in London.

Project Scope

- Discussion was held between the attendees and the project team about the scope of this project, to clarify that the project is limited to tall buildings and areas that tall buildings are anticipated to be built.
- While acknowledging the scope, attendees suggested that other areas, including Neighbourhoods, should also be considered to permit further intensification.

Height and Density

- Majority of attendees generally agreed that the maximum height provision in the current London Plan is not sufficient
- Some attendees suggested removing the height limit in Downtown London. Attendees find development Downtown challenging unless given enough density for the following reasons:
    - Land parcels in Downtown are small and cannot be consolidated;
    - Underground parking is prohibitive, so parking needs to be built on the podium;
    - Elevator core becomes extremely costly when there are high heights and smaller floor plates
- Some attendees think that height is not an issue in areas with dense developments, especially downtown. The current infrastructure is limiting the density to further go up.
- Attendees also mentioned that there are height thresholds for buildings to remain efficient structurally out of construction, which should be considered when setting height limits.

Built Form

- During the discussion, attendees shared that London has a large rental housing market. Some of the attendees have a large portfolio of apartment rentals in London. While considering built-form provisions, the attendees suggest acknowledging this is important.
- Attendees have reviewed the precedents provided by the project team and provided mixed feedback. Some attendees argue that built-form provisions are restricting development from happening and should only be kept in guidelines as suggestions. Other attendees found some of the provisions reachable and could effectively guide developments.
- For floor plates, attendees mention that London does not have a market for smaller tower plates (e.g. 750 square metres). Some attendees specifically prefer the Kitchener approach to adjusting floor plate requirements per different heights, believing that this approach is more realistic and respects the current context.
- For setback requirements, some attendees mentioned that the current requirements in R9 zone and DA2 zone would result in excessive yard requirements, even at the front yard, resulting in a "Tower in the Park" situation.
- Attendees find the stepback requirements challenging to fulfill. They suggested minimizing the requirement of stepbacks and instead using materials and windows to mitigate the visual impact.
- Attendees generally agree that the podium heights should be tied to the width of the road, but also aware that London Downtown and Heritage Conservation Districts (HCDs) historically have narrower roads. Building podiums respecting the ROW width could be challenging.

Overall, the City supports an updated planning framework that permits as-of-right developments while considering built-form requirements. While acknowledging that the received applications significantly exceed the maximum permitted height, City staff stressed the importance of maintaining the intent of the growth framework in the London Plan. The new height framework should respect the city structure and height strategy prescribed in the London Plan.

The development industry has stressed that the existing height framework no longer meets the expectations and development growth that the city is experiencing, and the maximum heights should be revised. On built form, the thoughts and ideas heard from the development industry are mixed. While some developers suggest that no prescriptive guidance should be provided to restrict developments, others accept and embrace certain built-form provisions.

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6.0 Recommendations

The London Plan, with its city structure, forms the basis for identifying where growth should occur in the city. The Urban Place Types, with Table 8, provide an overview of the intensity of growth.
The ongoing zoning review, particularly the discussion on Urban Place Types, identifies relevant criteria for design consideration. The engagement with the building community and City staff has provided insight into the struggle to realize the municipal objective given London's market reality and development constraints. This recommendation section seeks to update the parameters for the built-form height identified in Table 8 of the London Plan; identify a range of design parameters as guidance to be implemented through the site plan process, and select parameters which are 'must-have' to be regulated through zoning or the official plan.

Measuring Density: The current zoning by-law stipulates units per hectare (uph) to regulate density for various residential uses. While units per hectare aim to regulate density to manage growth across the city, it does create an arbitrary measure that does not consider the changing nature of households, household size, or housing preferences. The measure also acts as a deterrence where the applicant has to seek an increase in uph density permissions on sites where existing density permission is lower than existing and/or planned municipal infrastructure capacity. This study proposes a combination of Floor Area Ratio (FAR) and Ground Coverage as an alternative measure to regulate site development yield. Combined with the building height direction from the proposed revised Table 8 of the London Plan, FAR and Ground Coverage regulation will provide certainty to the applicant and City staff on the development capacity and building envelope for any particular site. The proposed inclusion of a minimum threshold for larger units (i.e 25% 2B and 3B) add guidance on unit typology to achieve the London Plans' direction on providing a range of housing, including families, seniors and young adults.

6.1 Recommendations for Height Framework

The following section provides a series of recommendations to both regulate and guide the development of tall buildings in select urban plan types. Table 3 provides recommendations for updating Table 8 of the London Plan, seeking to update the maximum height provisions and suggesting the removal of 'Upper Maximum Height.' The updated table would identify minimum and maximum heights for the select urban place types reviewed in this study report.

Table 3 Height Recommendations

S.no	Urban Place Types	Minimum Height	Maximum Height	Condition
1	**Downtown**	3 storeys or 10.5 m	45	
2	**Transit Villages**	3 storeys or 10.5 m	30	
3	**Rapid Transit Corridors**	3 storeys or 10.5 m	15	Properties along a Rapid Transit Corridor.
		3 storeys or 10.5 m	25	Properties located on a Rapid Transit Corridor within 150m of the Transit Station or properties at the intersection of the Rapid Transit Corridor and Civic Boulevard and Urbant thoroughfare
4	**Urban Corridors**	3 storeys or 10.5 m	15	
5	**Shopping Areas**	3 storeys or 10.5 m	15	Major Shopping Areas
		2 storeys or 7.5 m	8	Community Shopping Area

6.2 Recommendations on Built Form

Table 4 identifies a series of built-form criteria based on the jurisdictional scan undertaken for this study report. The recommendations for municipal staff review are divided into regulation consideration and design considerations. This report envisions further refinement of the recommendations and identification of planning tools for implementing the proposed recommendations.

Table 4 Built-Form Recommendations

	Built-Form Criteria	Regulation Consideration	Design Consideration	London Plan (LP) Direction
1	**Height, Coverage and Floor Area Ratio (FAR)**	**Downtown** - Floor Area Ratio (FAR) no maximum - Maximum height 136.5 m measured from average grade (excludes mechanical and equipment room) - No coverage restriction - No minimum Landscape Coverage	**Downtown** - Minimum height 3 storeys or 10.5 m, whichever is more - Maximum height 45 storeys	High-density (LP 802_2, 3)
		Transit Villages - Floor Area Ratio (FAR) 6.5 maximum - Maximum height 91.5 m measured from average grade (excludes mechanical and equipment room) - No coverage restriction - 15% minimum Landscape Coverage	**Transit Villages** - Minimum height 3 storeys or 10.5 m, whichever is more - Maximum height 30 storeys	
		Rapid Transit Corridor (i) Along the Corridor - Floor Area Ratio (FAR) 5.0 maximum	**Rapid Transit Corridor** (i) Along the Corridor - Minimum height 3 storeys or 10.5m, whichever is more	Medium density (LP 839)

		- Maximum Height 46.5 m, measured from average grade (excludes mechanical and equipment room) - Ground Coverage 70% - 12.5% minimum Landscape Coverage (ii) Within 150 m of Transit Station - Floor Area Ratio (FAR) (6.5 - 15.0) 6.5 maximum - Maximum Height 76.5 m, measured from average grade (excludes mechanical and equipment room) - Ground Coverage 80% - 10% minimum Landscape Coverage	- Maximum height 15 storeys (ii) Within 150 m of Transit Station or properties at the intersection of Rapid Transit Corridor and Civic Boulevard and Urban Thoroughfare - Minimum height 3 storeys or 10.5m, whichever is more - Maximum height 25 storeys	
		Urban Corridor - Floor Area Ratio (FAR) 5.0 maximum - Maximum Height 46.5 m, measured from average grade (excludes mechanical and equipment room) - Ground Coverage 70% - 12.5% minimum Landscape Coverage	**Urban Corridor** - Minimum height 3 storeys or 10.5m, whichever is more - Maximum height 15 storeys	
		Shopping Areas (i) Major Shopping Area - Floor Area Ratio (FAR) 4.0 maximum - Maximum Height 46.5 m, measured from	**Shopping Areas** (i) Major Shopping Area - Minimum height 3 storeys or 10.5m, whichever is more - Maximum height 15 storeys	

		average grade (excludes mechanical and equipment room) - Ground Coverage 70% - 15% minimum Landscape Coverage (i) Community Shopping Area - Floor Area Ratio (FAR) 3.0 maximum - Maximum Height 25.5 m, measured from average grade (excludes mechanical and equipment room) - Ground Coverage 70% - No minimum Landscape coverage	(ii) Community `Shopping Area – - Minimum height 2 storeys or 7.5m, whichever is more - Maximum height 8 storeys	
2	**Floorplate**		- Residential Floorplate maximum 950 sq.m - 1,100 sq.m (for tall buildings i.e. above 12 storeys)	Mitigate the impacts of tall buildings (LP 802_2)
3	**Tower Separation Distance**	**Tower Separation external from abutting property** **Downtown** 12.5 m from the rear property line, 12.5 m from along the interior side yard	**Tower Separation internal to the site** - Tower separation within the site at a minimum of 25 m - Ensure at least 5 hrs of sunlight (summer equinox) in public parks.	Mitigate the impacts of tall buildings (LP 802_2)
		Tower Separation external from abutting property **Transit Villages** 12.5 m from the rear property line, 12.5 m from along the interior side yard	**Tower Separation internal to the site** - Tower separation within the site at a minimum of 25 m - Ensure at least 5 hrs of sunlight (summer equinox) in public parks.	Mitigate the impacts of tall buildings (LP 802_2)
		Tower Separation external from abutting property **Rapid Transit Corridor**	**Tower Separation internal to the site** - Tower separation within the	Mitigate the impacts of tall buildings (LP 802_2)

		Along the corridor 15.0 m from the rear property line, 12.5 m from along the interior side yard *Within 150 m of Transit Station and/or the intersection of Civic Boulevard and Urban Thoroughfare* 12.5 m from the rear property line, 12.5 m from along the interior side yard	site at a minimum of 25 m - Ensure at least 5 hrs of sunlight (summer equinox) in public parks.	
		Tower Separation external from abutting property **Urban Corridor** 15.0 m from the rear property line, 12.5 m from along the interior side yard	**Tower Separation internal to the site** - Tower separation within the site at a minimum of 25 m - Ensure at least 5 hrs of sunlight (summer equinox) in public parks. .	Mitigate the impacts of tall buildings (LP 802_2)
		Tower Separation external from abutting property **Shopping Areas** *Major Shopping Areas* 15.0 m from the rear property line, 12.5 m from along the interior side yard	**Tower Separation internal to the site** - Tower separation within the site at a minimum of 25 m - Ensure at least 5 hrs of sunlight (summer equinox) in public parks.	Mitigate the impacts of tall buildings (LP 802_2)
5	**Setback**	**Downtown** **Front Setback** - 0.0 m setback at the first floor with commercial, retail, and office frontage - 3.5 maximum setback at the first floor with residential frontage	- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form - Identify setback requirements to accommodate loading and laneway access	Prioritize pedestrian experience (LP 803_3)

		Transit Villages **Front Setback** - 1.0 m minimum setback at the first floor with commercial or retail frontage - 3.5 maximum setback for residential frontage **Rear Setback** - 7.5 m where no rear lane exists or 3.5 m where a rear lane exits	- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form - Identify setback requirements to accommodate loading and laneway access	
		Rapid Transit/Urban Corridor **Front Setback** - 3.5 maximum setback **Rear Setback** - 3.5 m minimum setback for 30% of the building face and 10.5 m for the rest of 70% of the building face OR - 7.5 m minimum setback for 100% building face	- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form - Identify setback requirements to accommodate loading and laneway access	Manage interface with adjacent, lower-intensity residential areas (LP 830_5, LP 832, LP 840))
		Shopping Areas **(i) Major Shopping Area** **Front Setback** - 1.0 m minimum setback at the first floor with commercial or retail frontage - 3.5 maximum setback for residential frontage **Rear Setback** - 7.5 m where no rear	- Use a combination of building height, setback, and/or stepbacks to allow for a gradual transition from proposed taller built-forms to existing or planned lower built-form - Identify setback requirements to accommodate loading and laneway access	

		lane exists or 3.5 m where a rear lane exits **(i) Community Shopping Area** **Front Setback** - 1.0 m minimum setback at the first floor with commercial or retail frontage - 3.5 maximum setback for residential frontage **Rear Setback** - 3.5 m minimum allowance for 30% of the building face and 10.5 m for the rest of 70% of the building face OR - 7.5 m minimum setback for 100% building face		
6	**Stepback**	**Where there is no established street wall** - Provide a minimum stepback of 1.5 m between 2 to 6 storeys **Where there is an established street wall** - Provide a minimum stepback of 1.5 m to match the adjacent property datum line or 80% of the Right-of-way, whichever is less	- Use a combination of building height, setback and/or stepbacks to allow for transition from taller built-form to existing or planned lower built-form	Prioritize pedestrian experience (LP 803_3)
6	**First Floor Height**	- First floor height of a minimum of 4.5 m measured floor-to-floor from average grade		Prioritize pedestrian experience (LP 803_3)
7	**Street wall and Frontage**	**Downtown (*Street wall)*** - Minimum of 3 storeys or 10.5m - Maximum height not to	**Downtown *(Frontage)*** - Minimum 90% street wall frontage - 70% glazing requirement	Prioritize pedestrian experience (LP 803_3)

		exceed 80% of the Right-of-Way	along public streets and publicly accessible common areas	
		Transit Villages (*Street wall)* - Minimum of 3 storeys or 10.5m - Maximum height not to exceed 80% of the Right-of-Way	**Transit Villages *(Frontage)*** - Minimum 70% street wall frontage - 70% glazing requirement along public streets and publicly accessible common areas	
		Rapid Transit and Urban Corridors (*Street wal)l* - Minimum of 3 storeys or 10.5m - Maximum height not to exceed 80% of the Right-of-Way	**Rapid Transit and Urban Corridors *(Frontage)*** - Minimum 70% street wall frontage - 50% glazing requirement along public streets and publicly accessible common areas	
		Shopping Areas (*Street wall)* **(i) Major Shopping Area** - Minimum of 3 storeys or 10.5m - Maximum height not to exceed 80% of the Right-of-Way **(ii) Community Shopping Area** - Minimum of 2 storeys or 6 m - Maximum height not to exceed 80% of the Right-of-Way	**Shopping Areas *(Frontage)*** - Minimum 70% street wall frontage **(i) Major Shopping Area** - 70% glazing requirement along public streets and publicly accessible common areas **(ii) Community Shopping Area** - 50% glazing requirement along public streets and publicly accessible common areas	
8	**Vehicular Access and Primary Entrance**	- Locate access to loading and servicing areas off secondary streets and not from primary thoroughfares.	Identify setbacks requirements to accommodate loading and laneway access	

		- The primary pedestrian entrance should be located and/or orientated toward the primary street.		
9	**Unit Typology**		- Provide a minimum percentage of large units (2B, 3B) at 25%	Encourage residential development (LP 799_9). Provide housing opportunities to a wide spectrum of lifestyles (including families, seniors, and young adults) (LP 796)
10	**Amenity Area**	**Downtown** - 4 sq.m per unit of indoor/outdoor amenity area	- Provide amenities space catered towards families, seniors and young adults	
		Transit Villages - 6 sq.m per unit of indoor/outdoor amenity area	- Provide amenities space catered towards families, seniors and young adults	
		Rapid Transit Corridor (i) Along the Corridor - 2 sq.m per unit of indoor/outdoor amenity area (ii) At the intersection of Rapid Transit Corridor and Civic Boulevard/ Urban Thoroughfare - 6 sq.m per unit of indoor/outdoor amenity area	- Provide amenities space catered towards families, seniors and young adults	
		Urban Corridor - 2 sq.m per unit of indoor/outdoor amenity area	- Provide amenities space catered towards families, seniors and young adults	

		Shopping Areas (i) Major Shopping Areas - 6 sq.m per unit of indoor/outdoor amenity area (ii) Community Areas - no requirement	- Provide amenities space catered towards families, seniors and young adults	

11	**Vehicular Parking**	- Parking structures are not permitted to face a primary public street without retail and/or residential uses along the primary street frontage.
		- Vehicular Parking requirement based on By-law No. Z.-1 Office Consolidation October 2011
			- Provide below-grade parking structures where possible
			- For above-grade parking structure
			  - (i) First floor to have active uses facing/fronting primary streets
			  - (ii) Floors above the ground floor should employ architectural screening and materiality to mitigate visual impact
				Minimize the visual impact of parking (LP 269)

12	**Bike Parking**	- Bike Parking requirement based on By-law No. Z.-1 Office Consolidation October 2011	- Locate and provide bicycle parking (indoor and outdoor)	

6.3 Recommendations on Implementation Strategy

This report has reviewed a spectrum of stakeholder input from the development industry and city staff, with each highlighting the constraints encountered in delivering high-density and tall building residential typologies in London.

The report sets forth a set of recommendations for consideration by the City. The recommendations are broken into two streams – Regulation Considerations and Design Considerations. It is the understanding of this report that the recommendations provided under both sections will be assessed by City staff with recommendations made to the City Council as to which elements are to be implemented to support a higher level of certainty to the development industry, likely through proactive updates to the Zoning Bylaw that would see a revised set of zoning parameters provided in key Place Types delivering high-density development entitlements "as-of-right". The Regulation Considerations provided in this report have been developed to provide a framework for those future Zoning Bylaw provisions.

While the Regulation Considerations above have been developed in a manner that balances development certainty and approval speed with forms of development appropriate for each Place Type and the City of London's overall vision for the development of the City, there are a number of elements of future development that cannot be adequately regulated just through the Zoning Bylaw alone. These Design Considerations tend to relate to more nuanced elements of urban design, massing and the public realm that require a level of flexibility in application that is not easily addressed via zoning. While the focus here is on minimizing any list of Design Considerations to support more efficient approval processes along with clearer articulation and assessment of design parameters, this report anticipates that some Design Considerations will be necessary to support future development. Overall, the implementation of the recommendations in this report will require assessing the appropriate legislative or policy tool that best supports the implementation of both the Regulation Considerations and Design Considerations.

Described below are various regulatory and policy tools to support implementation:

1. **Zoning By-law**: Review, edit, and update the built-form provisions in the zoning bylaw to align with the new height framework. ReThink Zoning offers an excellent opportunity to update the provisions of various Place Types, including the ones reviewed in this report.

2. **London Plan:** Refine and edit height provisions and include density (FAR) provisions for various Place Types in the updated Official Plan to align with and enable changes to the Zoning Bylaw and limit the need for Official Plan amendments to meet the new tall building framework. Consideration may also be given to developing and adopting a set of concise, clear, and operable design guidelines to support tall building implementation that could be tailored by Place Type.

3. **Site Plan Control**: Section 41 of The Planning Act allows the local municipality council to control certain matters on and around a site, and the council may delegate decisions on site planning to

staff. Matters of pedestrian/vehicular access, landscaping and urban design are managed through the Site Plan Control process. The City of London recently updated its Site Plan control bylaw to align it with current industry/market norms and remove duplication with other bylaws and standards within the City. Where Design Considerations may not be amenable to implementation through the Zoning Bylaw or the OP, some additional provisions may be included within the Site Plan Bylaw where outcomes would be appropriate City-wide.

4. **Master Plan/Tertiary Plans**: For larger sites with medium and longer-term development potential, Master Plans offer an opportunity to include the development industry early in the conversation and gain consensus on project vision, built-from framework and site-specific performance criteria. The requirement of a master plan/tertiary plan could be implemented through the Official Plan with the goal being to support more orderly development on significant sites or within areas where servicing or other constraints might exist in a manner that simplifies future approvals and addresses issues of funding equity and flexibility.

6.0 Glossary

The following section defines the terms included in this report. In case of conflict, the definitions provided under Section 2 of the City of London Zoning By-law No. Z.-1 Office Consolidation October 2011 shall prevail.

Active Uses: Ground-level uses, or uses within the *podium*, that help to animate and create interest on the street.

Amenity Space/ Amenity Area: Internal and/or outdoor areas or areas within the building lot intended for use for recreation by residents of the residential or commercial building on the lot, does not include driveways, drop-off/pick-up or parking areas.

Building Base: The lower storeys of a tall building that frames the *public realm* with a pedestrian scaled street proportion. A density of articulated entrances, use of glazing, and active uses at the first-floor level of the podium assist in creating an attractive and animated *public realm*.

Building Tower: The *storeys* of above the *building base.*

Built-Form: Size and shape of the building, including design elements such as balconies and projections.

Datum Line: A horizontal plane of reference**.**

Floor Area Ratio (FAR): Gross floor area, in square metres, divided by the area of the lot, in square metres, and is expressed in a ratio of gross floor area to one square metre of lot area.

Floorplate: Total built area of a tower, not including balconies.

Gross Floor Area: Aggregate of the area of all floors in a residential building, whether at, above or below grade, measured from the exterior faces of the exterior walls or from the centre line of the common wall separating two buildings.

Mid-Block Connection: Pedestrian connections between buildings, both internal and external to the site, that provide permeability through large blocks and sites.

Mixed-Use: Multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.

Landscape Coverage: see definition of Landscape Open Space.

Landscape Open Space: Any space located at grade which is used for growth and maintenance of grass, flowers, shrubbery and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure.

Podium: see definition of building base.

Private Realm: Any space that is within a private property line and is perceived as being private.

Public Realm: Spaces under City ownership including streets, boulevards, parks, and public buildings and structures.

Right-of-Way: The part of the street that is publicly owned and lies between the property lines.

Separation Distance: The space between two built-form elements.

Setbacks: The distance between a property line and the front, side or rear of a building.

Stepbacks: An offset of one element of a building from another element below (i.e.tower from podium). *Stepbacks* help to create a *transition* between *built-form* elements.

Storeys: A habitable or occupiable level within a building, excluding raised basements.

Streetwall: The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

Transition: The physical design elements of a building or site that contribute to an appropriate height reduction as tall buildings approach more low-rise uses, including mid-rise buildings, exiting residential neighbourhoods, and parks and open spaces.

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 Detailed Update: 2024 Year-To-Date**

Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following report **BE RECEIVED.**

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 year until the end of May 2024.

As of May 31, 2024, the Building Division recorded significant growth in key metrics compared to the same period last year. A total of 1,565 new dwelling units were approved, representing a 160.4% increase. The construction value reached $818.8 million, reflecting a 128.4% increase. These figures highlight the substantial rise in development activity within the municipality.

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

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

2.0 Discussion and Considerations

2.1 Building Permit Data and Inspection Activities as of May 31, 2024

Year-to-date Permits Issued

As of May 31, 2024, a total of 1,543 permits were issued, with a construction value of $818.8 million, representing 1,565 new dwelling units. Compared to the same period in

2023, this represents a 11.3% increase in the number of building permits, with a 128.4% increase in construction value and an 160.4% increase in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of May 2024, the number of building permits issued for the construction of single and semi-detached dwellings was 121, representing a 55.1% increase over the same period in 2023.

Number of Applications in Process

As of the end of May 2024, 902 applications are in process, representing approximately $982 million in construction value and an additional 1,506 dwelling units compared with 813 applications, with a construction value of $706 million and an additional 1,015 dwelling units in the same period in 2023.

Rate of Application Submission

Applications received up to May 31, 2024 averaged to 14.2 applications per business day, for a total of 1,543 applications. Of the applications submitted 121 were for the construction of single detached dwellings and 190 townhouse units.

Inspections – Building

A total of 11,435 inspection requests were received with 12,468 inspections being conducted.

In addition, 103 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 11,435 inspections requested, 99% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 6,172 inspection requests were received, with 6382 inspections being conducted.

An additional 1,079 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 6,172 inspections requested,100% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 5,618 inspection requests were received with 7496 inspections being conducted related to building permit activity.

An additional 76 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

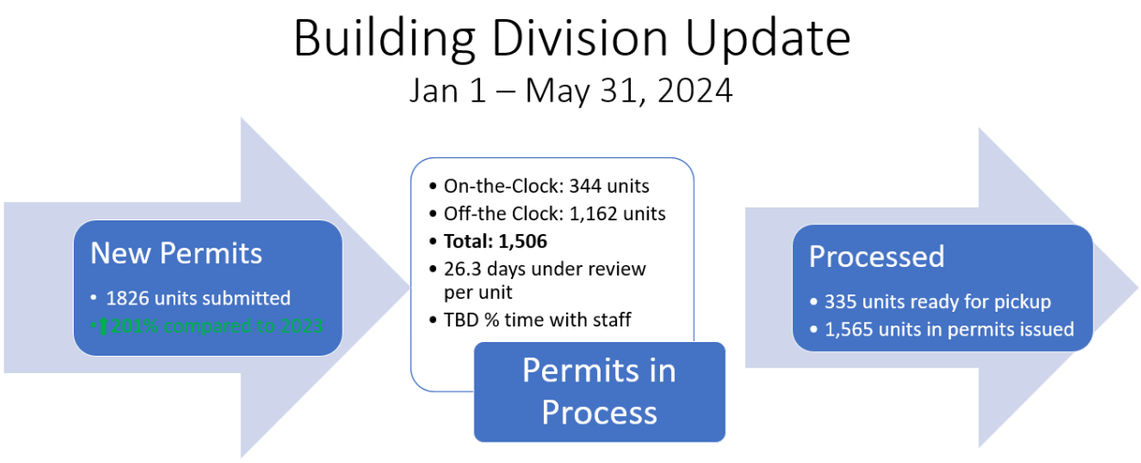
Of the 5,618 inspections requested, 99% were conducted within the provincially mandated 48 hour period.

2019-2024 Permit Data

Additional permit data has been provided in Appendix "A" to reflect 2019 – 2024 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 May 31, 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 11.3% increase in building permits compared to the same period last year. Construction values have increased substantially by 128.4%. Single and semi-detached dwellings units in permits have increased by over last year by 55.1%; multi-unit (Duplex, Triplex, Quadplex, Apartment Buildings) have increased by over 288.5% resulting in an overall increase in units by over 160.4%.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of May 2024. Attached as Appendix "A" to this report is a "Summary Listing of Building Construction Activity" as of May 31, 2024 as well as "Principle Permits Reports".

Prepared by: **Alan Shaw**
Deputy Chief Building Official
Planning and Economic Development

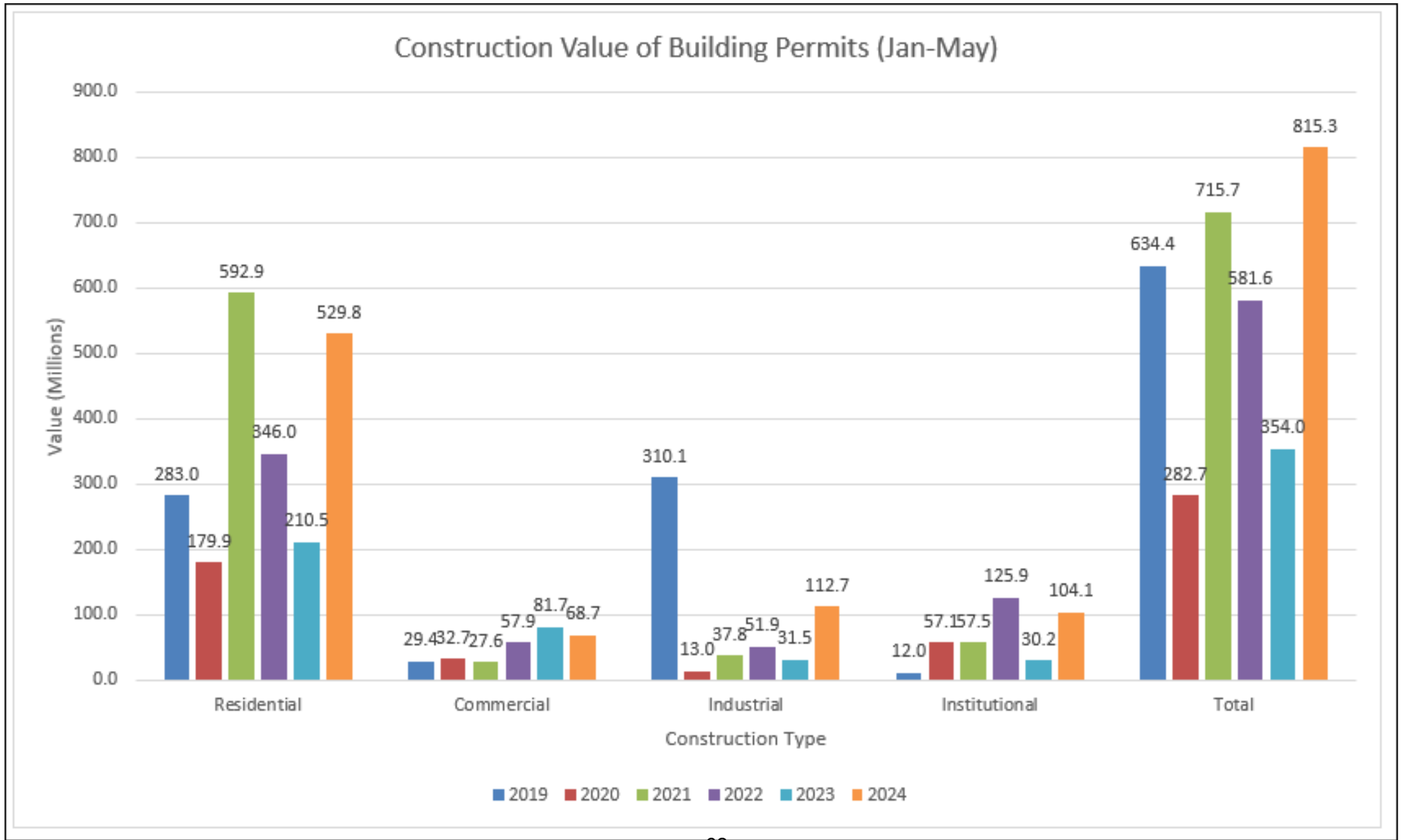
Submitted by: **Scott Mathers, MPA, P.Eng.**
Deputy City Manager
Planning and Economic Development

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

APPENDIX "A"

SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY AS OF MAY 31, 2024

	to the end of May 2024			to the end of May 2023			to the end of May 2022			to the end of May 2021			to the end of May 2020			to the end of May 2019		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	119	73,752,546	119	77	43,751,545	77	318	158,232,781	318	531	240,681,900	531	291	122,237,760	291	253	104,734,241	253
SEMI DETACHED DWELLINGS	2	1,939,988	4	1	921,661	2	0	0	0	1	223,500	1	0	0	0	0	0	0
TOWNHOUSES	28	67,469,870	190	31	53,412,215	156	56	58,698,584	210	99	88,858,800	346	40	26,642,885	105	74	64,181,090	307
DUPLEX, TRIPLEX, QUAD, APT BL	15	341,186,272	1,076	8	76,095,585	277	6	85,195,538	264	7	225,260,000	1,054	2	10,374,000	67	12	89,711,152	437
RES-ALTER & ADDITIONS	813	45,408,323	173	682	36,407,063	89	746	43,829,245	76	730	37,830,006	53	434	20,640,373	18	743	24,362,225	40
COMMERCIAL -ERECT	4	11,435,400	1	4	36,806,120	0	5	34,650,000	0	17	5,668,500	0	4	2,810,500	0	4	2,689,680	0
COMMERCIAL - ADDITION	13	4,230,956	0	3	2,456,000	0	3	2,929,900	0	3	310,000	0	2	2,001,800	0	5	3,212,000	0
COMMERCIAL - OTHER	172	53,065,518	2	128	44,844,179	0	123	20,288,086	0	145	21,574,304	0	161	27,874,231	0	241	23,458,570	0
INDUSTRIAL - ERECT	5	55,925,907	0	3	1,009,962	0	0	0	0	4	18,792,500	0	2	3,436,700	0	4	301,130,000	0
INDUSTRIAL - ADDITION	5	9,230,400	0	4	18,823,934	0	6	51,090,946	0	4	3,346,560	0	4	7,918,800	0	5	5,249,000	0
INDUSTRIAL - OTHER	33	47,568,084	0	21	10,613,931	0	13	848,200	0	12	15,691,800	0	17	1,685,607	0	35	3,731,500	0
INSTITUTIONAL - ERECT	4	55,692,257	0	1	2,710,400	0	3	99,646,231	0	1	12,000,000	0	2	32,575,000	0	0	0	0
INSTITUTIONAL - ADDITION	1	8,953,871	0	5	3,262,750	0	0	0	0	3	1,963,386	0	2	3,400,000	0	1	126,000	0
INSTITUTIONAL - OTHER	55	39,422,433	0	75	24,266,152	0	31	26,229,605	0	42	43,500,450	0	39	21,136,201	0	48	11,847,410	0
AGRICULTURE	4	1,262,500	0	1	220,000	0	2	290,000	0	1	150,000	0	1	100,000	0	4	15,610,000	0
SWIMMING POOL FENCES	49	2,081,154	0	83	2,570,152	0	150	5,473,873	0	202	5,615,510	0	67	1,929,040	0	71	1,624,533	0
ADMINISTRATIVE	36	221,000	0	61	332,000	0	44	718,000	0	37	207,000	0	19	88,000	0	44	133,800	0
DEMOLITION	44	0	31	47	0	30	37	0	30	30	0	21	24	0	18	36	0	19
SIGNS/CANOPY - CITY PROPERT	6	0	0	1	0	0	3	0	0	5	0	0	1	0	0	17	0	0
SIGNS/CANOPY - PRIVATE PROP	135	0	0	150	0	0	140	0	0	117	0	0	127	0	0	249	0	0
TOTALS	1,543	818,846,479	1,565	1,386	358,503,649	601	1,686	588,120,988	868	1,991	721,674,216	1,985	1,239	284,850,897	481	1,846	651,801,201	1,037


Construction Value of Building Permits (Jan-May)
Value (Millions)
900.0
800.0
700.0
600.0
500.0
400.0
300.0
200.0
100.0
0.0
283.0
179.9
592.9
346.0
210.5
529.8
29.4
32.7
27.6
57.9
81.7
68.7
310.1
13.0
37.8
51.9
31.5
112.7
12.0
57.1
57.5
125.9
30.2
104.1
634.4
282.7
715.7
581.6
354.0
815.3
Residential
Commercial
Industrial
Institutional
Total
Construction Type
2019
2020
2021
2022
2023
2024

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Derek Hill CARGILL VALUE ADDED MEATS-CANADA Attn: Tax & Customs	10 Cuddy Blvd	(statcan) Alter - Food Processing Plant Installation of test kitchen	0	150,000
COMMONWEALTH PLYWOOD CO LTD	1010 Green Valley Rd	(statcan) Alter - Warehousing Re-building existing tornado demolished building. Shell Permit Only – Provide sealed wall panels, and canopy to the Building Division for review before work in these areas.	0	1,000,000
Zewdie Eyoel Samuel	1040 Trafalgar St	(statcan) Alter - Duplex ALTER TO REPAIR FIRE DAMAGE. **ORDER TO MAKE SAFE - US1350592**	0	144,640
ST. PETER'S SEMINARY ST. PETER'S SEMINARY	1040 Waterloo St	(statcan) Alter - Religious Building Upgrade existing handrail in Stair A & B. Upgrade lighting in Stair A & B. Install new suspended ceiling in Stair A. Add new A/C unit in Stair B. Replace existing heating unit in stair B. Paint stairs A & B.	0	200,000
IPEX INC	1055 Wilton Grove Rd	(statcan) Alter - Plant for Manufacturing To add a mezzanine consisting of steel and concrete over Washroom, Locker Room and Change Room.	0	175,000
BOARDWALK REIT PROPERTIES BOARDWALK REIT PROPERTIES	106 Base Line Rd W 1001	(statcan) Alter - Garage for Apartment Building Concrete repairs and waterproofing replacement for aboveground parking garage Shell Permit Only –Provide sealed design for the new concrete stairs, including design loads and references to Building Code/CSA standards; design for the new steel stairs, including design loads and references to Building Code/CSA standards and the engineering design for the metal guards and handrails, including design loads and references to Building Code/CSA standards to the Building Division for review prior to work in these areas.	0	1,500,000
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

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
1551650 Ontario Ltd	1066 Adelaide St N	(statcan) Alter - Restaurant SHELL PERMIT ONLY. New commercial cooking hood with suppression system (provide suppression shop drawing). Reno to Existing Restaurant-84 seats	0	150,000
LUPINE PROPERTIES LIMITED LUPINE PROPERTIES LIMITED	1075 Commissioners Rd E	(statcan) Alter - Restaurant New exterior and interior finishes to the dining area and public washrooms	0	175,000
STORMFISHER ENVIRONMENTAL LTD STORMFISHER ENVIRONMENTAL LTD	1087 Green Valley Rd	(statcan) Add (Non-Residential) - Non-Residential Accessory Building Addition to west pumphouse	0	500,000
STORMFISHER ENVIRONMENTAL LTD STORMFISHER ENVIRONMENTAL LTD	1087 Green Valley Rd	(statcan) Add (Non-Residential) - Non-Residential Accessory Building South Pumphouse: Non-occupied addition to existing Pumphouse	0	335,000
1000794992 Ontario Inc	109 Biscay Rd	(statcan) Add (Residential) - Duplex ALTER TO CREATE AN ADDITIONAL DWELLING UNIT IN THE BASEMENT AND ADD MASTER BEDROOM AND 3 PIECE ENSUITE IN EXISTING ATTACHED GARAGE.	1	151,454
LONDON CITY	109 Greenside Ave	(statcan) Erect - Water Filtration The City of London (City) is completing upgrades at the existing Greenway Wastewater Treatment Plant (WWTP) located at 109 Greenside Avenue. Designed upgrades are to provide flood protection of the Greenway WWTP beyond the 1:250 year flood elevation to ensure the continued reliable service of this wastewater treatment plant. This project includes construction of a new electrical building and effluent pump station, construction of a flood protection berm and wall, and isolation of the onsite stormwater infrastructure. Shell Permit Only –Provide sealed stairs, stair guards, guards, gratings, and access ladder shop drawings to the Building Division for review prior to work in these areas. (see Effluent Pum Station drawing GW -1-D901 for locations)	0	25,000,000
LONDON CITY C/O MANAGER REALTY SERVICES	109 Greenside Ave	(statcan) Alter - Non-Residential Accessory Building ID - Interior alter for HVAC upgrades including some doors/lintels in ancillary building B10.	0	570,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	1100 Victoria Dr N/S	Install - Sanitary or Storm sewer - Schools Elementary, Kindergarten The rehabilitation of the existing parking lot including the replacement of 2 existing storm manholes and the 1 catchbasin along with the addition of 1 new catchbasin.		260,000
Budden, Walter Ernest	1103 Jalna Blvd	(statcan) Alter - Apartment Building repairs to concrete balconies, coating and painting.	0	388,387

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
WHITE OAKS SHOPPING CENTRE INC	1105 Wellington Rd	(statcan) Alter - Retail Store NEW TENANT - COBS BREAD - INTERIOR ALTERATIONS	0	396,000
REMBRANDT HOMES	1110 Meadowlark Ridge	Install - Retaining Wall - Townhouse - Condo INSTALL RETAINING WALL *****THE PROPOSED RETAINING WAS MUST BE LOCATED ON PRIVATE PROPERTY*****		500,000
UNIVERSITY OF WESTERN ONTARIO BOARD OF GOVERNORS UNIVERSITY OF WESTERN ONTARIO-BOARD OF GOVERNORS	1137 Western Rd	(statcan) Add (Non-Residential) - University *** ISSUED TO FOUNDATION ONLY** ADD 2 STOREY ADDITION TO SIDE OF existing Faculty of Education building to support a Child and Youth Development Clinic.	0	8,953,871
ERIK SCOTT WESTERN UNIVERSITY	1137 Western Rd	(statcan) Alter - University Interior Alteration to existing offices and kitchenette, converting (2) larger spaces into (7) offices	0	150,000
2839069 ONTARIO INC. c/o ROYAL PREMIER HOMES	1140 Sunningdale Rd E	(statcan) Erect - Townhouse - Rental ERECT 36 UNIT STACKED TOWNHOUSE BLOCK, 3 STOREY, DPNs 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71	36	9,905,105
WESTERN UNIVERSITY WESTERN UNIVERSITY	1151 Richmond St	(statcan) Alter - Libraries ALTER 1ST & 2ND FLOOR OF WELDON LIBRARY	0	7,000,000
WESTERN UNIVERSITY WESTERN UNIVERSITY	1151 Richmond St	(statcan) Alter - University Interior alteration to UCC upper Starbucks location	0	200,000
WESTERN UNIVERSITY WESTERN UNIVERSITY	1151 Richmond St	(statcan) Alter - University ALTER 5TH FLOOR OF WELDON LIBRARY	0	950,000
WESTERN UNIVERSITY WESTERN UNIVERSITY	1151 Richmond St	(statcan) Alter - University INTERIOR ALTERATIONS TO ENTREPRENEURSHIP AND INNOVATION BUILDING PERMIT 21-015260 STILL OPEN	0	4,285,900
MC DONALD'S RESTAURANTS OF CANADA LIMITED	1159 Highbury Ave N	(statcan) Alter - Restaurant INTERIOR ALTERATION-McDONALD'S RESTAURANT	0	500,000
1160 Brydges Inc.	1160 Brydges St	Install - Sanitary or Storm sewer - Freight Depots To proceed with the site servicing and site grading as per civil drawings/SWM attached.		200,000

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
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
TIM DONUT LIMITED C/O THE TDL GROUP CORP	1181 Highbury Ave N	(statcan) Alter - Restaurant Interior alteration of an existing suite including plumbing, HVAC, and electrical work.	0	250,000
MARK HALES WBH SOMERSET LONDON INC	1209 Richmond St	Add (carport/garage) - Duplex This is a multi-residential (Highrise building) with repairs to existing parking garage		400,000
REMBRANDT MEADOWLILLY INC REMBRANDT MEADOWLILLY INC	1224 Blackwell Blvd F	(statcan) Erect - Townhouse - Condo ERECT NEW CONDO STREET TOWNHOUSE BLOCK F, 2 STOREY 1 CAR, 3 BED, FINISHED BASEMENT, W/ DECK, W/ A/C, ENERGY STAR, HRV AND DWHR REQUIRED - DPN 1302, 1304, 1306, 1308, 1310, 1312, 1314 SOILS REPORT REQUIRED	7	2,077,843
REMBRANDT MEADOWLILLY INC REMBRANDT MEADOWLILLY INC	1224 Blackwell Blvd G	(statcan) Erect - Townhouse - Condo ERECT NEW CONDO STREET TOWNHOUSE BLOCK G, 2 STOREY 1 CAR, 3 BED, FINISHED BASEMENT, W/ DECK, W/ A/C, ENERGY STAR, HRV AND DWHR REQUIRED, DPN 1282, 1284, 1286, 1288, 1290, 1292	6	2,039,843
REMBRANDT MEADOWLILLY INC REMBRANDT MEADOWLILLY INC	1224 Blackwell Blvd H	(statcan) Erect - Street Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK, BLDG H, 2 STOREY, DPNs 1264, 1266, 1268, 1270, 1272, 1274.	6	2,086,349
CANADIAN COMMERCIAL DEVELOPMENT CORP	1225 Wonderland Rd N	(statcan) Add (Non-Residential) - Retail Store Add to building for existing Goodwill expansion.	0	800,000
2355907 Ontario Inc	1235 Richmond St	(statcan) Alter - Apartment Building INTERIOR ALTERATIONS TO RETAIL STORE ON THE MAIN FLOOR SHELL PERMIT ONLY - PERMIT 13-003898 STILL OPEN FOR FIRE PROTECTION DEFICIENCIES. Provide fire alarm audible signal within floor area. Provide sprinkler shop drawing and fire hose station (GRCC provided).	0	120,800
2589936 Ontario Inc.	1255 Commissioners Rd W	(statcan) Alter - Apartment Building Repairs and Restoration to South Facade of Existing Apartment Building *****ALL PROPOSED FACDE RESTORATION MUST BE COMPLETED ON PRIVATE PROPOERTY- ANY WORK PROPOSED ON CITY PROPERTY WILL REQUIRE A PERMIT OF APPROVED WORKS*****	0	256,987

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
OXBURY CENTRE INC. OXBURY CENTRE INC.	1299 Oxford St E	(statcan) Alter - Restaurant INTERIOR FIT-UP UNIT#45B, PARTITION WALLS, HVAC DUCT WORK, PLUMBING AND SPRINKLER MODIFICATIONS	0	125,000
OXBURY CENTRE INC. OXBURY CENTRE INC.	1299 Oxford St E	(statcan) Alter - Restaurant Change of Use -Interior Alterations for Noodle Box Restaurant at unit 45	0	138,000
LONDON SUMMERSIDE CORP. LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	(statcan) Alter - Indoor Swimming Pools INTERIOR TENANT FIT-UP FOR SWIMMING POOL	0	1,773,800
SIFTON LIMITED SIFTON PROPERTIES LIMITED	1325 Riverbend Rd	(statcan) Alter - Retail Store interior fit up of UNIT 190 TO CREATE Aisle 24 unattended market	0	150,000
Etheridge Wilson	134 Wortley Rd	(statcan) Erect - Bake Shop Construct 2 storey building + basement. -Artisan Workshop on main floor and basement, and second floor apartment.	1	1,790,400
2130115 Ontario Limited	1345 Florence St	(statcan) Alter - Automobile Repair Garage INSTALL NEW SPRINKLER SYSTEM AND WATER SERVICE	0	120,003
2560334 ONTARIO INC 2560334 ONTARIO INC	135 Villagewalk Blvd	Install - Sanitary or Storm sewer - Site Services Install services only for commercial plaza		281,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	1350 Highbury Ave N	(statcan) Alter - Schools Secondary, High, Jr. High Barrier free interior renovations required to install new LULA and remove existing chair lift. All existing stairs to receive new nosing strips and tactile indicators.	0	475,000
LONDON & MIDDLESEX HOUSING LONDON & MIDDLESEX COMMUNITY HOUSING	136 Albert St	(statcan) Alter - Apartment - Condo Repair fire separation on walls and ceilings as well as repair interior and exterior wall components as required, as too return apartment to pre-fire condition.	0	104,932
TALBOT AND KENT BLOCK LIMITED	136 Kent St	(statcan) Alter - Four-Plex ALTER TO CREATE A 4 UNIT RESIDENTIAL BUILDING	3	196,308
COLE JORDAN	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
LONDON DISTRICT CATHOLIC (C/O LONDON BRIDGE CHILD CARE)	1370 Huron St	(statcan) Erect - Schools Elementary, Kindergarten New one storey family and child care centre location on the LDCSB St. Anne Catholic Elementary school property west of the existing school	0	4,431,120
ALEXANDRE DA COSTA SOUTHBRIDGE HEALTH CARE GP INC.	1390 Dundas St	Install - Nursing Homes Install retaining wall		133,000

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	140 Conway Dr	(statcan) Alter - Apartment Building repair balconies waterproof with new guards. ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,555
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	144 Conway Dr	(statcan) Alter - Apartment Building balcony repairs waterproofing and new guards ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,550
BRAD SCHARRINGA SCHARRINGA CONSTRUCTION	1451 Trafalgar St	(statcan) Add (Residential) - Four-Plex ADD - FOR 2 STOREY ADDITION, CONVERT TO 4 UNIT DWELLINGS, W/ STRUCT, PLUMB, HVAC	3	885,510
NICOLE HORTON HIGHPOINT PROPERTY MANAGEMENT CORPORATION	148 Conway Dr	(statcan) Alter - Apartment Building Balcony repairs waterproofing and new guards ***Shell Permit Only. Provide guardrails shop drawings before going to full.***	0	130,550
SUMMIT PROPERTIES INC SUMMIT PROPERTIES INC	148 Fullarton St	(statcan) Alter - Offices Expansion of Suite 1400 at 148 Fullarton Street	0	200,000
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
Paul Brent,Paul Tania	1503 Jim Allen Way	Install Inground Pool Fence - Pool Fence Permit - Inground		105,000
2555212 ONTARIO LTD. 2555212 ONTARIO LTD.	1525 Chickadee Trail B	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK BLDG B - 6 UNITS DPN 6, 7, 8, 9, 10, 11, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	6	2,402,469
Don DE Jong THAMES VILLAGE JOINT VENTURE CORP. C/O TRIDON MANAGEMENT LTD.	1525 Chickadee Trail C	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG C, 5 UNITS 12,13,14,15,16, 2 STOREYS, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED.	5	1,636,602
1600 HP INC. 1600 HP INC.	1600 Hyde Park Rd	(statcan) Alter - Restaurant ALTER UNITS 107 AND 108 FOR A2 RESTAURANT W/ NEW MEZZANINE - BASHA	0	435,336
1600 HP INC. 1600 HP INC.	1600 Hyde Park Rd	(statcan) Alter - Retail Store ALTER UNIT 105 FOR TENANT FIT UP - CORK AND BOARD **SHELL PERMIT ONLY** NO OCCUPANCY FOR BASE BUILDING	0	248,422

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
HOMESTEAD LAND HOLDINGS LTD. HOMESTEAD LAND HOLDINGS LTD.	1669 Jalna Blvd	(statcan) Alter - Apartment Building Balcony repairs and coatings on a multi-residential apartment building. Work involves repairs to the existing structure only, no additions.	0	500,000
RICHMOND & FANSHAWE CENTRE INC RICHMOND & FANSHAWE CENTRE INC	1673 Richmond St	(statcan) Alter - Retail Plaza Erect exterior wall (inclusive of foundation) following a partial demolition - demolition under a separate permit 23-029042 . Total length of wall is 19.61 meters.	0	150,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Retail Store ALTER UNIT U025B FOR EXISTING TENANT - LENSCRAFTERS	0	123,365
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Restaurant <= 30 People UNIT L053A: SPRINKLER ALTERATIONS TO MANCHU WOK. APPLICANT INDICATED ALL MECHANICAL AND PLUMBING TO REMAIN EXISTING. ONLY FLOOR AND WALL FINISHES TO BE COMPLETED. REVISIONS TO BE SUBMITTED FOR ANY ALTERATIONS REQUIRING A PERMIT.	0	200,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Restaurant ALTER FOOD COURT RESTAURANT - KOYA JAPAN	0	200,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Restaurant <= 30 People ALTER FOOD COURT RESTAURANT - THAI EXPRESS	0	200,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Retail Store INTERIOR REMODEL OF EXISTING TENANT SPACE FOR USE BY JEWELRY STORE (MERCANTILE - NO CHANGE IN USE), INCLUDING NEW WALLS, DOORS, CEILINGS, LIGHTING, FINISHES, DISPLAY FIXTURES, ASSOCIATED MODIFICATIONS TO EXISTING ELECTRICAL, MECHANICAL, FIRE SPRINKLER, AND FIRE ALARM SYSTEMS.	0	525,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Retail Store ALTER FOR 2ND FLOOR TENANT FIT UP - UNIT CRU-U048A ENVY + GRACE	0	253,500
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Retail Store ALTER RETAIL UNIT 27B - CARAT JEWELLERS	0	250,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	(statcan) Alter - Retail Store ALTER FOOD COURT AND 1ST AND 2ND FLOOR WASHROOMS. TO GO FULL PROVIDE (1) sealed connection between the roll-up grill and the post and roll-up grill door shop drawings (2) P.Eng sealed sprinkler shop drawings and hydraulic calculations	0	900,000
SOUL REAL ESTATE INC.	1683 Dundas St	(statcan) Alter - Restaurant <= 30 People INTERIOR ALTERATIONS TO KFC RESTAURANT	0	340,100
MUTTERSBACH DARREN	1760 Seeley Dr	Add (carport/garage) - Four-Plex ADD - DETACHED GARAGE		160,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
YORK DEVELOPMENTS YORK DEVELOPMENTS	1761 Wonderland Rd N	(statcan) Erect - Apartment Building ERECT 17 STOREY APARTMENT BUILDING ***Shell permit only*** To go to full: 1. Provide stairs, guards and handrails shop drawings. 2. Provide access ladder shop drawings. 3. Sprinkler Shop drawings to be submitted 4. ITC form to be completed and submitted	236	67,000,000
GEOFF CURPHEY LONDON CLUB	177 Queens Ave	(statcan) Alter - Clubs, Non Residential Building permit application for an interior renovation project of 177 Queens Ave - The London Club which includes Washroom upgrades, new universal/ family Washroom, new coat and Reception area,	0	2,051,154
Ats London Holding Inc	1775 Ernest Ave	(statcan) Alter - Beauty Parlours INTERIOR ALTERATION OF EXISTING UNIT FOR A NEW NAIL SALON	0	200,000
Yorkmac Property Managment Inc	182 York St	(statcan) Alter - Restaurant INTERIOR FIT UP FOR RESTAURANT. SHELL PERMIT ONLY. Provide commercial cooking hood suppression shop drawings. Provide revised basement fire separation details as noted on the Architectural Plans. NO WORK TO PROCEED ON FIRE SEPARTION OR COOKING HOOD/SUPRESSION UNTIL SUCH DRAWINGS ARE SUBMITTED, REVIEWED AND APPROVED.	0	256,500
Takawy Properties Ltd	1828 Blue Heron Dr	(statcan) Alter - Medical Offices Renovating unit to accommodate pharmacy	0	400,000
IRONSTONE BUILDING COMPANY INC. IRONSTONE BUILDING COMPANY INC.	1870 Evans Blvd	Install - Townhouse - Cluster SDD install site servicing for 89 unit 17 block cluster townhouse development		1,550,000
HYDE PARK VENTURES INC	1875 Dalmagarry Rd B	(statcan) Erect - Townhouse - Condo ERECT NEW 6 UNIT TOWNHOUSE BLOCK, BLDG B, TWO STOREY, DPN 1849, 1851, 1853, 1855,1857, 1859	6	2,233,488
HYDE PARK VENTURES INC	1875 Dalmagarry Rd C	(statcan) Erect - Street Townhouse - Condo ERECT NEW TONWHOUSE BLOCK - BLDG C, 4 UNITS DPN 1861, 1863, 1865, 1867, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, COVERED PORCH, SB-12 A3, HRV & DWHR REQUIRED.	4	884,089
1253645 ONTARIO LIMITED C/O ANDRE MAAS	1881 Huron St	(statcan) Add (Non-Residential) - Warehousing Building addition to a warehouse	0	3,500,000
PAM GARDENS NON PROFIT HOUSING INC. PAM GARDENS NON PROFIT HOUSING INC.	191 Commissioners Rd W	Install - Apartment Building INSTALL RETAINING WALL		250,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
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
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
Equiton Commercial Real Estate Fund Gp Inc	1980 Hyde Park Rd	(statcan) Alter - Restaurant Wendy's restaurant interior alterations with minor exterior work. *****ALL PROPOSED SIGNAGE ON SEPERATE PERMIT***** *****ALL PROPOSED EXTERIOR / FACADE WORK MUST BE CONDUCTED ON PRIVATE PROPERTY OTHERWISE A PERMIT OF APPROVED WORKS IS REQUIRED*****	0	300,000
2441342 ONTARIO INC.	204 Hamilton Rd	(statcan) Add (Non-Residential) - Medical Offices Proposed 245.4m2 Office Addtion	0	900,000
Centurion Apartment Properties (205 Oxford) Inc.	205 Oxford St E	(statcan) Alter - Office Complex-Apartments/Office Conversion of existing commercial units to residential units on 2nd floor	2	250,000
Centurion Apartment Properties (205 Oxford) Inc.	205 Oxford St E	(statcan) Alter - Apartment Building We would like to apply for a permit in relation to a project our company will be working on at 205 Oxford Street East. The project will involve balcony repairs and other minor repairs. *****ALL PROPOSED EXTERIOR / FACADE WORK MUST BE CONDUCTED ON PRIVATE PROPERTY OTHERWISE A PERMIT OF APPROVED WORKS IS REQUIRED***** *****ALL SIGNAGE ON SEPERATE PERMIT*****		500,000
VENIZELOS ANASTASIASDIS ONE PLANT MASONVILLE	209 John St	(statcan) Alter - Restaurant The steel staircase on on the north side of the building leading to the second floor And the freezer on the patio.	0	500,000
SAM MANGAT CHARDI KALA INVESTMENTS LTD	2136 Kains Rd	(statcan) Alter - Restaurant INTERIOR FIT UP FOR WILDS WINGS RESTAURANT (A2)	0	235,698
NAVREET KAUR ARZOI INVESTMENTS INC	2136 Kains Rd	(statcan) Alter - Offices TENANT FIT-UP TO CREATE AN OFFICE SPACE	0	2,978,695
SAM MANGAT CHARDI KALA INVESTMENTS LTD	2146 Kains Rd	(statcan) Alter - Daycare Centres **SHELL PERMIT ONLY** FOR INTERIOR FIT-OUT FOR DAYCARE CENTRE (A2)	0	1,126,044
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	230 Base Line Rd W	(statcan) Alter - Private School - Secondary Interior alterations to an existing library	0	1,100,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2308 Richmond St	(statcan) Erect - Apartment Building Tower B-Erect a 8 Storey, 160 Unit Apartment Building with one level of underground parking	160	53,849,000
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2310 Richmond St	(statcan) Erect - Apartment Building Tower A - Erect a 8 Storey, 160 Unit Apartment Building with one level of underground parking	160	53,849,000
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	2310 Richmond St	Install - Apartment Building Install Site Services		200,000
URBAN SIGNATURE HOMES URBAN SIGNATURE HOMES	235 Kennington Way E	(statcan) Erect - Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG E, DPNs 35, 37, 39, 41, 43, & 45.	6	2,457,270
Parklands Group Inc	2389 Main St	(statcan) Add (Non-Residential) - Medical Offices Construct addition to existing building and renovation of existing front porch to foyer and construct a BF ramp	0	320,000
KING'S UNIVERSITY COLLEGE OF WESTERN ONTARIO	247 Epworth Ave	(statcan) Alter - University Interior alterations to renovate area to create test centre.	0	175,000
MOHAMED ABDULREHMAN CARDINAL HOMES INC.	2500 Main St A	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG A, 8 UNITS DPN 1,3,5,7,9,11,13 & 15, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, A/C INCLUDED, UNCOVERED, DECK, SB-12 A5, HRV & DWHR REQUIRED	8	2,920,602
KENMORE HOMES (LONDON) INC. KENMORE HOMES (LONDON) INC.	253 South Carriage Rd A	(statcan) Erect - Street Townhouse - Condo ERECT NEW TOWNHOUSES. 1 STOREY, 1 CAR GARAGE, 1 BEDROOM, UNFINISHED BASEMENT, NO DECK, A/C, SB-12 A1, Blk 96 PLAN 39T-08502 , HRV & DWHR REQUIRED.	3	871,780
THE CANADA LIFE ASSURANCE COMPANY	255 Dufferin Ave	(statcan) Alter - Offices Renovations and repairs to the existing loading dock ramp off of Wellington St. ***SHELL PERMIT ONLY***Provide the trench drain grating shop drawings.	0	600,000
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
OXFORD WHARNCLIFFE CENTRE INC	265 Wharncliffe Rd N	(statcan) Alter - Restaurant <= 30 People new tenant fit-up for a restaurant within an existing 131 sq meter Group E building.	0	155,104

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
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
The Brethren Services Holding Corporation	272 Oxford St W	(statcan) Alter - Medical Offices REMOVAL OF LOAD BEARING WALLS TO MAKE SPACE FOR A PHARMACY	0	123,654
CARLOS HENRIQUEZ THAMES VALLEY DISTRICT SCHOOL BOARD	2770 Buroak Dr	(statcan) Erect - Schools Elementary, Kindergarten ERECT 2 STOREY ELEMENTARY SCHOOL W/ DAYCARE **FOUNDATION PERMIT ONLY - NO ABOVE GRADE WORKS**	0	27,211,137
Dh Can Owner Corp	2825 Innovation Dr	Install - Plant for Manufacturing Install Exterior Water Storage Tank. Addition of new free standing exterior above grade water storage tank	0	500,000
Grewal Gurmit Singh,Grewal Gurpal Singh	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
DREWLO HOLDINGS INC DREWLO HOLDINGS INC	300 South Carriage Rd	(statcan) Erect - Street Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - 8 UNITS BLOCK 2, 33M-526, DPN 1094, 1098, 1102, 1106, 1110, 1114, 1118, 1122, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, UNCOVERED DECK, HRV & DWHR REQUIRED	8	3,581,920
ALEXANDRE DA COSTA SOUTHBRIDGE HEALTH CARE GP INC.	312 Oxford St W	(statcan) Alter - Office/Retail/Apt Complex Interior alteration for physio therapy .	0	370,000
TRICAR PROPERTIES LTD. TRICAR PROPERTIES LTD.	320 Thames St	(statcan) Alter - Offices Interior alterations for an office suite.	0	300,000
TRICAR PROPERTIES LTD. TRICAR PROPERTIES LTD.	320 Thames St	(statcan) Add (Non-Residential) - Restaurant <= 30 People Tenant Fit-Up for a Take-out Ice Cream Shop. Second level mezzanine added	0	241,536

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
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
Masciotra Holdings Inc	324 Neptune Cres	(statcan) Erect - Warehousing ID - ERECT NEW MANUFACTURING PLANT	0	5,448,000
RAY GIVENS 2258141 ONTARIO INC	327 Sovereign Rd	(statcan) Add (Non-Residential) - Plant for Manufacturing ID - ADDITION TO EXISTING MANUFACTURING PLANT	0	4,795,400
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
WELLINGTON GATE INC	332 Wellington Rd	(statcan) Alter - Retail Store Interior shell alternation for a group E unit	0	200,000
WELLINGTON GATE INC	332 Wellington Rd	(statcan) Alter - Retail Store NO FRILLS INTERIOR FIT UP OF AN EXISTING VACANT UNIT	0	750,000
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
OLD OAK PROPERTIES INC OLD OAK PROPERTIES INC	3343 Morgan Ave	Install - Apartment Building New construction install Retaining Wall Guardrail on a Permacon Grande Wall	0	110,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	3370 Regiment Rd	(statcan) Erect - Schools Elementary, Kindergarten Construction of a new three storey elementary school with child care centre	0	24,000,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals LHSC University Hospital Pool Room Renovation for Biomed, in BLL-202.	0	1,878,416
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals INTERIOR ALTERATIONS TO B1-004/B AND 006	0	600,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals ALTER SAN AND STORM PIPING - PARKING GARAGE	0	220,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	(statcan) Alter - Hospitals LHSC University Hospital Chilled Water System Modification Phase 2 ***SHELL PERMIT*** Provide generator steel stairs and guardrails shop drawings to go to full permit.	0	13,485,300
OLD OAK PROPERTIES INC 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
Middlesex County	340 Waterloo St	(statcan) Alter - Municipal Buildings Completing interior alteration to existing washrooms within the existing EMS facility at 340 Waterloo Street, This is the existing main ambulatory hub downtown london, with ambulance bays at ground floor, office/ lounge and staff facilities on the second floor.	0	500,000
2219008 ONTARIO LIMITED	3425 Grand Oak Cross 42	(statcan) Erect - Townhouse - Cluster SDD ERECT NEW CLUSTER SDD. 1 STOREY, 2 CAR GARAGE, 5 BEDROOM, FINISHED BASEMENT, NO DECK, A/C, SB-12 A1, HRV & DWHR REQUIRED. **SOILS REPORT REQUIRED** **METHANE REPORT REQUIRED**	1	494,024
YORK DEVELOPMENTS YORK DEVELOPMENTS	3425 Grand Oak Cross F	(statcan) Erect - Townhouse - Rental Construct Two Storey residential Town homes.	4	1,966,463
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Dental Offices ALTER FOR DENTAL OFFICE FIT UP - UNIT B26	0	395,000
ALI SOUFAN WONDERLAND GATEWAY CENTRE INC.	3429 Wonderland Rd S	(statcan) Alter - Restaurant Interior alterations to existing building to build Halibut House Fish and Chips - full service restaurant	0	300,000
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
Conseil Scolaire De District Des Ecoles Catholiques Du	35 Fallons Lane	(statcan) Alter - Schools Elementary, Kindergarten Interior Renovations-Enlargement of Existing Classroom, Creation of a Boy's & Girl's Washroom, One Universal Washroom, One Barrier Free Washroom & One Unisex Washroom including walls & finishes. Installation of new plumbing & electrical fixtures as indicated in Architectural, Mechanical & Electrical drawings.	0	642,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
VICTORIA HOSPITAL CORPORATION	351 Hill St	(statcan) Erect - Apartment Building 93 Unit apartment building with affordable housing (5 storey), Group C, non-combustible construction, sprinklered. Building to be situated above a parking garage 1 storey below grade (not part of this permit application). Shell Permit Only – Provide sealed Balcony Guards, Borden Grating, Stair Guards and Handrails shop drawings to the Building Division for review before work in these areas.	94	23,700,000
Wm F Bradish & Sons Limited Bradish Thomas William	3517 Glanworth Dr	(statcan) Erect - Poultry Barn Erect Agricultural Chicken Broiler Barn		1,000,000
THE CHELSEA GREEN HOME SOCIETY	373 Hill St	(statcan) Erect - Apartment Building 81 Unit apartment building with affordable housing (5 storey). Group C, non-combustible construction, sprinklered. Building to be situated above a parking garage 1 storey below grade (not part of this permit application). Shell Permit Only – Provide sealed Balcony Guards, Stair Guards/Handrails and Solar Panels shop drawings to the Building Division for review before work in these areas.	85	24,700,000
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
Kuttikkattuparambil Gopi Arun	415 Vermont Ave	(statcan) Alter - Duplex ALTER BASEMENT FINISH TO CREATE AN ADDITIONAL UNIT	1	123,120
MIKE MCDONALD	417 Base Line Rd E	(statcan) Erect - Triplex ERECT SFD WITH 2 ADU'S	3	581,382
MIKE MCDONALD	419 Base Line Rd E	(statcan) Erect - Triplex ERECT SFD WITH 2 ADU'S	3	581,382
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

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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
2266779 Ontario Limited	4226 Raney Cres	(statcan) Alter - Office and storage Required by DN 2264534-3 New Office Area added. Septic plans for entire building		110,000
WONDERLAND POWER CENTRE INC. WONDERLAND POWER CENTRE INC.	425 Southdale Rd W	(statcan) Alter - Restaurant Interior fit up to existing restaurant space BL 24 006188	0	2,200,000
Lee Michael Alexander F	427 Oxford St E	(statcan) Add (Residential) - Duplex ADD SECOND DWELLING UNIT AT THE REAR OF THE EXISTING UNIT.	1	468,835
Rk Real Estate Inc	43 Carey Cres	(statcan) Add (Residential) - Triplex ADD ONE STOREY ADDITION AT BACK OF HOUSE TO CREATE A 2 BEDROOM ADDITIONAL DWELLING UNIT.	1	326,250
WARNER PLACE SENIOR RESIDENCE	430 William St	(statcan) Alter - Apartment Building SHELL ONLY Provide Integrated Testing Coordinator Form to go to Full. This permit application is for upgrading lighting, power and fire alarm system in the existing rental apartment building at 430 William St and adjacent church at 442 William St.	0	400,000
EMERALD CORPORATION	44 Springbank Dr	(statcan) Add (Residential) - Duplex ADD A SECOND STOREY ADDITION TO CREATE AN ADDITIONAL DWELLING UNIT.	1	206,190
848180 Ontario Limited C/O Jim Holody	440 Boler Rd	(statcan) Alter - Dental Offices Construction new dental office in existing tenant space.	0	484,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	440 Princess Ave	(statcan) Alter - Schools Elementary, Kindergarten ALTER TO REPLACE STAIR B - LORD ROBERTS PUBLIC SCHOOL **PREVIOUS PERMIT UNDER INSPECTION - 18-014321**	0	200,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
Eoa Holdings Ltd	450 Pond Mills Rd	(statcan) Erect - Townhouse - Rental ERECT TOWNHOUSE, 12 UNIT STACK BUILDING, 2 STORIES, 2 BEDROOMS, NO GARAGE, AC, SB-12 A1, M.C.C.197	12	3,625,812
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
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
GREEN LANE ENVIRONMENTAL GROUP GP INC.	4675 Wellington Rd S	(statcan) Alter - Waste Paper Process Plant ID - Alteration to the existing roof.	0	200,000
1000099367 Ontario Inc	475 Wharncliffe Rd S	(statcan) Alter - Office Complex (Retail/Office) Renovation of an existing commercial building into a multi-tenant office/retail plaza.	0	15,000,000
1000099367 Ontario Inc	475 Wharncliffe Rd S	(statcan) Alter - Retail Store Interior alterations for a new Petvalu pet store.	0	280,000
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
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	53 Frontenac Rd	(statcan) Alter - Schools Elementary, Kindergarten Heat Pump Replacement & Elevator Modernization	0	1,319,000
Bota Homes Inc	53 Giles St	(statcan) Erect - Duplex ERECT NEW DUPLEX. ONE CAR GARAGE, 4 BEDROOM, REAR DECK, NO A/C, SB-12 A1, LOT 75 REGISTERED PLAN NO. 527, HRV & DWHR REQUIRED. SOILS REPORT REQUIRED.	2	446,238
IRONSTONE BUILDING COMPANY INC. IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd A	(statcan) Erect - Street Townhouse - Condo ERECT 2 STOREY, 7 UNIT TOWNHOUSE BLOCK BLDG A, DPNS 514, 516, 518, 520, 522, 524, 526	7	2,232,400
IRONSTONE BUILDING COMPANY INC. 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

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
IRONSTONE BUILDING COMPANY INC. 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
IRONSTONE BUILDING COMPANY INC. IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd D	(statcan) Erect - Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG D, 6 UNITS DPN 54, 56, 58, 60, 62, 64, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, FINISHED BASEMENT, W/ A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED	6	1,822,680
IRONSTONE BUILDING COMPANY INC. 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
IRONSTONE BUILDING COMPANY INC. 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
IRONSTONE BUILDING COMPANY INC. IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd G	(statcan) Erect - Townhouse - Condo ERECT 8 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG G, DPNs 38, 40, 42, 44, 46, 48, 50, & 52.	8	3,230,231
IRONSTONE BUILDING COMPANY INC. IRONSTONE BUILDING COMPANY INC.	530 Gatestone Rd H	(statcan) Erect - Townhouse - Condo ERECT 8 UNIT TOWNHOUSE BLOCK, 3 STOREY, BLDG H, DPNs 22, 24, 26, 28, 30, 32, 34, 36	8	3,230,231
IRONSTONE BUILDING COMPANY INC. 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
CAPTAIN GENERATION - MALL LIMITED	530 Oxford St W	(statcan) Alter - Beauty Parlours UNIT 1C - INTERIOR FIT UP FOR NAIL SALON	0	158,700
CAPTAIN GENERATION - MALL LIMITED	530 Oxford St W	(statcan) Alter - Dental Offices Interior Alterations of a New Dental Office	0	200,000
CAPTAIN GENERATION - MALL LIMITED	530 Oxford St W	(statcan) Alter - Super Market ALTER INTERIOR FOR T&T SUPERMARKET	0	1,742,000
ZEPHIR REAL ESTATE INC ZEPHIR REAL ESTATE INC	538 Colborne St	(statcan) Alter - Triplex To create 2 additional residential units as per sec. 4.37 of zoning by-law Z-1	2	150,000
ST JOSEPH'S HEALTH CARE LONDON ST JOSEPH'S HEALTH CARE LONDON	550 Wellington Rd	(statcan) Alter - Hospitals INSTALLATION OF THE FLOAT SYSTEM	0	253,877

City of London - Building Division

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
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
REDWOOD PROPERTIES & CONTRACTING INC	609 Dundas St	(statcan) Alter - Offices Installation of new H&R Block Tax office in an existing building. Includes new partitions, fixtures, finishes, and equipment.	0	117,000
2848884 Ontario Inc	614 Westmount Cres	Install - Sanitary or Storm sewer - Townhouse - Condo Installation sanitary/storm/water line and services of 19 VLC Townhouse Condos.		480,000
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
O'Donnell Sean James,O'Donnell Rebecca Kate	63 Wilson Ave	(statcan) Alter - Duplex ALTER - Fire damage restoration to basement and add ARU	0	150,000
LIUNA 1059 TRAINING FUND MANAGEMENT INC. LIUNA 1059 TRAINING FUND MANAGEMENT INC.	635 Wilton Grove Rd	(statcan) Alter - Private School - Post Secondary Provide additional training centre classroom, washroom and administrative space within the existing (obsolete) second floor mechanical/chiller room space. ***SHELL PERMIT*** provide sprinkler shop drawing and GRCC.	0	650,000
2575913 ONTARIO INC. 2575913 ONTARIO INC.	6383 Royal Magnolia Ave	(statcan) Erect - Duplex ERECT NEW DUPLEX. 2 STOREY, 2 CAR GARAGE, 4 BEDROOM, FINISHED BASEMENT, NO DECK, NO A/C, NO DECK, SB-12 A1, LOT 177 PLAN 33M - 821, HRV & DWHR REQUIRED. *****AC MUST BE A MINIMUM OF 3 FEET FROM ANY PROPERTY LINE***** CREATE AN ADDITIONAL RESIDENTIAL UNIT IN THE BASEMENT *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 4 BEDROOMS FOR BOTH UNITS COMBINED*****	2	627,520

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
Herba David Andrew,Pommer Mikaela Hilary James	647 Elias St	(statcan) Add (Residential) - Four-Plex We are hoping to add ARU's to an existing single family home (zoned R3-2) to create more affordable housing in London. Heritage Alteration Permit # HAP23-049-D	3	658,178
Tahir Masood Ahmad,Saleem Sadaf	65 Agincourt Gdns	(statcan) Alter - Duplex ALTER TO CREATE ADU IN BASEMENT	1	112,176
BIRCHWOOD HOMES (911578 ONTARIO LTD.) BIRCHWOOD HOMES (911578 ONTARIO LTD.)	6711 Royal Magnolia Ave D	(statcan) Erect - Street Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG D, 6 UNITS DPN 6663, 6667, 6671, 6675, 6679, 6683, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, COVERED PORCH, SB-12 A1, HRV & DWHR REQUIRED	6	1,243,005
W-3 LAMBETH FARMS INC.	6711 Royal Magnolia Ave E	(statcan) Erect - Street Townhouse - Rental ERECT NEW TOWNHOUSE BLOCK - BLDG E, 4 UNITS DPN 6647, 6651, 6655, 6659, 2 STOREYS, 1 CAR GARAGE, 5 BEDROOMS, FINISHED BASEMENT, NO A/C, UNCOVERED DECK, SB-12 A1, HRV & DWHR REQUIRED.	4	2,260,864
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	6820 Duffield St	Install - Schools Elementary, Kindergarten Boiler and HVAC Equipment Upgrades in Boiler room, Plumbing- Below grade sanitary and water lines to new fixtures in boiler room		500,000
BOLER MOUNTAIN BOLER MOUNTAIN	689 Griffith St	(statcan) Add (Non-Residential) - Recreation Centre Ski Rental Addition - Boler Mountain ***Shell permit only*** To go to full permit : 1. Provide opening framing into existing rental area. 2. Provide stairs, guardrails and handrails shop drawings at exterior stairs, ramps and roof. 3. Submit the proposed ramps framing, along with details on the design live loads utilized.	0	1,500,000

City of London - Building Division

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
MICHAEL MORAIS	70 Base Line Rd E	(statcan) Alter - Duplex ALTER - TO CREATE A NEW ADDITIONAL RESIDENTIAL UNIT ON THE MAIL LEVEL AT THE REAR OF THE HOUSE *****ADDITIONAL RESIDENTIAL UNITS AS PER SEC 4.37 OF ZONING BY-LAW Z-1***** *****TOTAL OF 4 BEDROOMS FOR BOTH UNITS COMBINED***** Sanitary sewer servicing to building MUST be below the finished floor level of the basement as per subsection 4.37(3) of the Zoning By-law Z-1 **OTC1376927**	1	244,180
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	70 Gammage St	Install - Sanitary or Storm sewer - Schools Elementary, Kindergarten Playground improvements - includes replacing 2 existing catchbasin, 1 existing storm manhole, adding 1 new storm manhole, adding a sand pit area, an outdoor classroom space, and naturalized garden space. Also includes rehabilitation of asphalt in the kindergarten area and grades 1-2 area complete with new sod		275,000
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
C/O INFRASTRUCTURE ONTARIO MANAGEMENT BOARD SECRETARIAT	711 Exeter Rd	(statcan) Alter - Correctional & Detention Centre Sprinkler System Renewal	0	130,000
London Bridge Child Care Services Inc	712 Whetter Ave	(statcan) Add (Non-Residential) - Daycare Centres Renovation of existing exterior deck and accessible ramp.	0	150,000
Spriel Graham Timothy	722 Lorne Ave	(statcan) Alter - Duplex Full renovation and remodel of Unit 1 and Unit 3 at 722 Lorne Ave	0	150,000
MCC 162 Middlesex Condominium Corporation No. 162	725 Deveron Cres	(statcan) Alter - Apartment Building UNITS 101R, 101-112, 114-121, 201-212, 214-223, 301-312, 314-323: EXTERIOR BALCONY & GUARD REPLACEMENT Shell Permit - Provide sealed balcony guards shop drawings to the Building Division for review prior to work in these areas	0	352,438
2206868 ONTARIO INC.	725 Notre Dame Dr	(statcan) Alter - Daycare Centres KIDZEE CHILD CARE CENTRE & MONTESSORI	0	150,000

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
MCC 162 Middlesex Condominium Corporation No. 162	727 Deveron Cres	(statcan) Alter - Apartment Building UNITS 101-112, 114-117, 201-212, 214-219, 301-312, 314-319: EXTERIOR BALCONY & GUARD REPLACEMENT Shell Permit - Provide sealed balcony guards shop drawings to the Building Division for review prior to work in these areas.	0	295,593
MCC 162 Middlesex Condominium Corporation No. 162	729 Deveron Cres	(statcan) Alter - Apartment Building UNITS 101-109, 201-210, 301-310: EXTERIOR BALCONY & GUARD REPLACEMENT Shell Permit - Provide sealed balcony guards shop drawings to the Building Division for review prior to work in these areas.	0	164,850
IVY HOMES LTD IVY HOMES LTD	73 Upper Ave	(statcan) Add (Residential) - Duplex Renovate the existing building: 3 bedrooms with 2 new bathrooms Add 1-storey extension to existing building with one utility room, one study room and a bathroom. Add Semi-detached secondary unit: 2 bedrooms, 4 bathrooms, living room/kitchen.	1	516,470
Love-Symonds Mavis	731 Deveron Cres 101	(statcan) Alter - Apartment Building UNITS 101-112, 114-116, 201-212, 214-217, 301-312, 314-317: EXTERIOR BALCONY & GUARD REPLACEMENT Shell Permit - Provide sealed balcony guards shop drawings to the Building Division for review prior to work in these areas.	0	267,171
735 WONDERLAND ROAD NORTH INC. 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
Daldongnae Holdings Inc	737 Richmond St	(statcan) Alter - Restaurant Interior alteration including HVAC and Plumbing Change of use from retail store to restaurant Kitchen exhaust system	0	300,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	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

City of London - Building Division

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Owner	Project Location	Proposed Work	No. of Units	Construction Value
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	746 Base Line Rd E	(statcan) Alter - Medical Offices Installation of new domestic hot water heaters, associated venting requirements, and removal of existing heaters		200,000
CATHERINE TURNER ANTOINNETTE HOWLEY	75 Byron Ave E	(statcan) Add (Residential) - Duplex adding a new unit above a new garage.	1	200,000
CAPREIT APARTMENTS INC CAPREIT APARTMENTS INC	75 Fiddlers Green Rd	(statcan) Alter - Apartment Building REPLACEMENT OF THE TRAFFIC TOPPING SYSTEM ON THE UPPER PARKING LEVEL SLAB, LOCALIZED REPAIRS TO THE CONCRETE COLUMNS AND EXTERIOR WALLS	0	749,000
LONDON CITY LONDON CITY	750 Whetter Ave	Install - Sanitary or Storm sewer - Municipal Buildings Replacement of an existing spray pad in Rowntree Park, including upgrade to spray pad backflow preventer, water service from fieldhouse, abandoning of existing sanitary outlet and installation of new storm sewer outlet.		338,500
CAPREIT APARTMENTS INC CAPREIT APARTMENTS INC	767 Second St	Add (carport/garage) - Garage for Apartment Building Parking garage repairs. REVISED SCOPE OF WORK - no changing/adding any additional catch basins or drains.		399,500
MCC 247 Middlesex Condominium Corporation No. 247	77 Base Line Rd W	(statcan) Alter - Apartment Building ALTER - FOR STRUCTURAL REPAIR OF BALCONIES	0	132,100
SOUTHSIDE MANAGEMENT LTD SOUTHSIDE CONSTRUCTION MANAGEMENT LTD	785 Southdale Rd W	(statcan) Erect - Apartment Building New 86 Unit Apartment Building - Rental Units, DC Discount to apply.	86	17,000,000
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
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Care Facility INTERIOR ALTERATION TO CREATE COMMUNITY HUB FOR THE HOMELESS. BUILDING 16 ***SHELL PERMIT *** - Provide Integrated Testing Plan. Alteration to existing sprinkler system (provide sprinkler shop drawing).	0	1,400,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Hospitals Domestic Water Upgrades to Zone D	0	140,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Hospitals Victoria Hospital Temporary Tent Enclosure and Access. SHELL Provide sprinkler shop drawing, calculation and GRCC.	0	600,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	(statcan) Alter - Hospitals Interior alteration to 5 patient care shower stalls at Victoria Hospital	0	300,000

City of London - Building Division

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

Owner	Project Location	Proposed Work	No. of Units	Construction Value
TALU PROPERTIES INC. TALU PROPERTIES INC.	830 Chelton Rd	(statcan) Erect - Apartment Building Erect 5 storey apartment building	52	14,639,715
Nairoukh Hamed,Abduldayem Wafa Moh'D Khalil,Nairoukh Hasan Hamed	8473 Longwoods Rd	(statcan) Erect - Triplex ERECT TWO STOREY SDD W/ 2 ADDITIONAL RESIDENTIAL UNITS	3	1,675,116
Rajesh Parekh LEGACY HOSPITALITY EXETER INC	864 Exeter Rd	(statcan) Alter - Hotel INTERIOR RENOVATION FOR GROUND FLOOR. RENOVATION FOR THE MECHANICAL, ELECTRICAL AND PLUMBING SYSTEM FOR ENTIRE BUILDING. ***SHELL PERMIT*** Provide sprinkler shop drawing, Integrated testing plan and name of coordinator & commercial cooking hood suppression shop drawing.	0	2,000,000
LONDON CITY LONDON CITY	869 Commissioners Rd W	Install - Water service/main - Water Filtration Springbank Reservoir #2 Replacement and Expansion		43,032,902
LONDON CITY	900 King St	(statcan) Alter - Amusement Games Establishment Maglock permit request for Gateway Casino London.	0	400,000
CITY LONDON WESTERN FAIR ASSOCIATION	900 King St	(statcan) Alter - Food Processing Plant Fitup of interior space for manufacturing of ice cream products.	0	500,000
MIDKING PROPERTIES LIMITED	954 Leathorne St	(statcan) Alter - Warehousing Various interior upgrades and alterations including M&E work	0	200,000
GVR INVESTMENTS LTD	960 Green Valley Rd	(statcan) Alter - Office and storage Partition off from an existing warehouse corner and create a secure storage area from the warehouse. Condition the space with new HVAC system.	0	270,000
Tengchong Investment Inc	972 Hamilton Rd	(statcan) Alter - Restaurant <= 30 People UNIT 5 - INTERIOR RENOVATIONS FOR TAKE OUT RESTAURANT ***SHELL PERMIT ONLY: PROVIDE COOKING HOOD SUPRESSION SHOP DRAWINGS***	0	197,600

Total Permits 229 Units 1291 Value 707,242,308

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

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: **Draft Site Alteration By-law**

Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, this report that provides an update on the Draft Site Alteration By-Law **BE RECEIVED** for information.

Executive Summary

Staff are currently undertaking an update on the existing Site Alteration By-law to capture a larger area within the City, as the existing by-law is quite restrictive in its scope. This proposed amendment aims to enhance the protection of natural heritage, and enable site alteration works earlier in the development process, while simultaneously streamlining the permitting process.

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 protect natural heritage areas and agricultural areas for the needs of Londoners now and into the future.

Climate Action and Sustainable Growth by supporting the protection of soil quality and natural heritage health in London in alignment with the Climate Emergency Action Plan.

Analysis

1.0 Background Information

1.1 Background

In alignment with our commitment to a culture of continuous improvement, Staff have been reviewing development processes to enhance service levels within the City. This review supports the City's efforts to reach our housing target goals set forth in the More Homes Built Faster Act, 2022 (Bill 23), by continuing to streamline development processes.

Following this comprehensive evaluation, several improvements were implemented to streamline development processes throughout 2023 and 2024, with Staff aiming to bring forward an update to the Site Alteration By-law by Q4 2024. Through Staff's review of the existing by-law, several issues were identified as noted below:

- The existing by-law is specific to lands that are within an Environmental Protection Area or on any land that has Draft Plan of Subdivision approval.
- The existing by-law is restrictive for the development process, as it only allows site alteration works if a subdivision agreement is expected within four months of permit issuance.

- The existing by-law does not adequately protect all natural heritage lands from potential deleterious fill placement, grade changes that may impact stormwater runoff, specifically, those that are not within an Environmental Protection Area (ie. Environmental Review and Open Space Place Types within the Official Plan, The London Plan).
- The existing by-law does not adequately enable the advancement of works for development (i.e. Site plans, consents, etc.) to streamline and accelerate the process.

2.0 Discussion and Considerations

2.1 Overview of the Existing Site Alteration Process

Site alteration is an activity undertaken by a developer or landowner to cut and fill soil or place soil at a site to achieve a desired grade without negatively impacting adjacent properties. Landowners are entitled to alter the grade of their land, provided they do not adversely impact adjoining properties, which is a standard condition in the Draft Plan of Subdivision approval.

The current site alteration process is limited to Environmental Protection Areas or lands that are subject to a Draft Plan of Subdivision. Developers that have an approved draft plan of subdivision may request a site alteration agreement from the City as part of the engineering design review. The site alteration agreement allows the developer to proceed with pre-grading of the site prior to executing the subdivision agreement and final acceptance of the engineering drawings. Identified amount of financial security is required as part of the site alteration agreement that is sufficient to restore the site to an acceptable condition, should the subdivider not immediately return to the site to continue development. As part of this process, the developer is required to submit erosion and sediment control plans and tree preservation plans. Once all work is complete, the site alteration agreement is terminated, and security is refunded upon the subdivider entering into a subdivision agreement with the City and posting the associated subdivision security. This process was implemented to facilitate pre-grading activities on draft plan approved parcel to expedite servicing operations once drawing acceptance and execution of the subdivision agreement is complete.

The site alteration agreement process is currently voluntary on the part of the developer, with the intent of allowing developers to gain an earlier start on earth moving while they obtain all the required servicing approvals. Planning and Development staff administers compliance of the agreement including the management of the security.

Areas including site plans, consents, variances, or regrading of sites prior to formal submission of draft plans are currently not include in the scope of this by-law.

2.3 Proposed Updated By-Law and Process

The current exemptions are being reconsidered in the proposed amendment to the existing site alteration by-law. Staff is considering site alterations on all lands within City limits subject to certain exemptions, restrictions, and technical review requirements. Some of these exemptions include minor site alterations, such as gardening or pool and foundation excavations, normal agriculture practices, activities of the City, and routine maintenance within golf courses. Further to this, the by-law will not apply to residential lots smaller than 0.5 hectare. This exemption for residential lots was established based on Staff's review of comparable municipalities, where restrictions ranged from 0.3 to 1.0 hectares. A draft of the proposed site alteration by-law summary is included as Appendix "A" within this report.

Site alteration agreements are also being reconsidered with a more streamline permitting process. The amount of securities required is also being reviewed as part of this update.

2.4 Input from City Staff and Development Industry

As part of the review for the updated site alteration by-law, Staff consulted with the Clerk's Office and City Solicitor's Office and no concerns we raised with this approach. In addition, Staff have consulted with the development and consulting industry on this amendment and the feedback to date has been positive, with minor improvements requested.

Further, the identified changes will result in efficiencies within our current development processes, which will allow the development industry to advance permit ready lots in a more consistent manner.

3.0 Financial Impact/Considerations

There is no financial impact to the City of London with this by-law update. This update will result in the City being able to streamline our development approvals, as well as make sure we continue to protect natural heritage features.

Conclusion

The report provides the background and context as part of the draft Site Alteration By-law update. The proposed changes aim to streamline the development approval process while protecting the natural environment.

Staff will continue to consult with the development and consulting industry on this updated by-law and anticipate coming forward to Committee and Council with the updated by-law in 2024.

Prepared by:	**Mustafa Almusawi** **Manager, Development Inspections**
Reviewed by:	**Peter Kavcic, P.Eng.** **Manager, Subdivisions and Development Inspections**
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: Sachit Tatavarti, Solicitor
Michael Harrison, Manager, Subdivision Engineering
Brent Lambert, Manager, Development Engineering

MA/PK/HMc

Appendix "A" – Draft language for the Site Alteration By-Law

Appendix “A” – Draft language Site Alteration By-Law

The following illustrate the draft language for each of the proposed sections for the Site Alteration By-law

Proposed Section	Proposed wording
1 - Definitions	This section provides the meaning of certain terms used throughout the By-Law. **"Adverse Effect"** shall mean one or more of impairment of the quality of the natural environment for any use that can be made of it, injury or damage to property, archeological resources, plant or animal life, harm or material discomfort to any Person, impairment of the safety of any Person, rendering any property, plant or animal life unfit for human use, loss of enjoyment of normal use of property and interference with the normal conduct of a business **“City”** means the Corporation of the City of London **"Council”** means the Council of the Corporation of the City of London. **“Conservation Authority”** means of one or more of the Upper Thames River Conversation Authority or Lower Thames Valley Conversation Authority or Kettle Creek Conservation Authority, whichever Authority or Authorities have authority and jurisdiction over particularized land located in the City. **“Director, Planning and Development”** shall mean the person who holds the position of Director, Planning and Development for The Corporation of the City of London. **“Drainage”** shall mean the movement of water to a place of disposal, whether by way of the natural characteristics of the ground surface or by an artificial method. **“Dumping”** shall mean the depositing of fill in a location other than where the fill was obtained and includes the movement and depositing of fill from one location on a property to another location on the same property. Erosion and sediment controls – shall mean temporary or permanent measures implemented to prevent soil erosion and manage sediment in areas of land disturbance required as conditions for the approval of a Site Alteration Permit. **“Fill”** shall mean any type of material deposited or placed on lands and includes soil, stone, rock, concrete, asphalt, sod, or turf, refuse and waste materials. "Finished Grade" means the approved elevation of ground surface of lands upon which Fill has been Placed or Dumped, the Grade altered or Topsoil Removed, in accordance with this by-law. **"Manager, Current Development**" means the person who holds the position of Manager, Current Development for The Corporation of the City of London. **"Manager, Subdivisions and Development Inspections”** shall mean the person who holds the position of Manager, Subdivisions and Development Inspections for The Corporation of the City of London. **“Officer”** shall mean an employee, officer, or agent of the City whose duties include conducting inspections and/or enforcing the City’s by-laws, or a police officer with London Police Services. **“Owner”** shall mean the registered owner of land, or their agent, or anyone acting under the direction of the owner and their agent. **“Order to Discontinue Activity”** shall mean an order made pursuant to Section 7 of this Bylaw. **“Permit”** shall mean a permit issued by the City pursuant to the provisions of this Site Alteration By-Law.

	"Qualified Professional" shall mean an individual who has the ability to assume responsibility for the works carried out under this by-law... ***(Note: this definition will be further reviewed in consultation with the industry).*** **"Residential Lots"** shall mean any parcel of land which includes residential zoning designation under the City's Z.1 Zoning By-Law. **"Site"** shall mean the lands which are the subject of an application for a Permit pursuant to this by-law. **"Site Alteration"** shall mean the physical changing of site conditions through the placement or Dumping of Fill, the excavation and/or alteration of soil which may include but is not limited to: the removal of vegetative cover; the compaction of soil; the creation of impervious surfaces; the obstruction of drainage facilities; the modification of watercourses, such servicing work required to support the site alteration activities; or any combination of the aforementioned activities. **"Soil"** shall mean material commonly known as earth, topsoil, loam, subsoil, clay, sand, gravel, silt, rock, or fill. **"Topsoil"** shall have the same meaning as the definition of "topsoil" under section 142(1) of the Municipal Act. **"Watercourse"** shall mean a natural or constructed channel through which water flows, but not limited to rivers, streams and municipal or private storm drains
2- Exemptions	This section describes the areas where the provisions of the proposed by-law do not apply. 1. Activities of a Municipality, Road Authority, or Crown Agency as defined in the Crown Agency Act. 2. Activities authorized pursuant to a building permit issued by the City. 3. Any placing or dumping of fill, removal of soil, or alteration of the grade of land exempted pursuant to section 142 (5) of the Municipal Act. 4. Normal farm practices as defined in Section 1.1 of the Farming and Food Production Protection Act, 1998, S.O.1998, c.1, as amended or replaced. 5. Residential lots under 0.5ha in size (see Note 1 below). 6. The routine maintenance activities within established golf courses. 7. Emergency repair work performed in consultation with the city, subject to any requirement from the Director, Planning and Development to obtain a permit for the continuation of such work. 8. Activities pursuant to Owner executed development agreements, subdivision agreements, consent agreements or any other development agreements pursuant to the Planning Act. • Note 1: Exemption 5 shall not apply where site alteration is proposed on any lands within or adjacent to or within 30 metres of the Natural Heritage System/Tree Protection Area as identified in the London Plan.
3-Prohibitions	**3.1 Site Alteration – approval required.** Unless otherwise exempted by this by-law, no person shall undertake site alteration without having first obtaining a permit issued by the Director, Planning and Development. **3.2 Site Alteration – in accordance with approval** Where a permit has been issued pursuant to this by-law, no person shall undertake site alteration except in accordance with the plans, conditions, and any other information on the basis of which a permit was issued. **3.3 Failure to Comply**

	No person shall fail to comply with an Order to Discontinue Activity or a Work Order made under this By-Law.
4- Requirements for An Application of a Site Alteration Permit	**4.1 A person applying for a permit shall submit the following to the Director, Planning and Development or designate:** 1. a completed permit application. ***(Note: a fillable Site alteration form is being developed and will be available to replace site alterations agreements).*** 2. the applicable permit fee calculated in accordance with the Fees and Charges By-Law (XX); to the City in an amount and form acceptable to the City. 3. Site Alteration drawings prepared and sealed by a Qualified Professional for the Site. Site Alteration drawings shall be prepared in accordance the City's Design and Specifications Requirements Manual and all requirements of this By-Law. 4. a cost estimate of the estimated value of the work associated with the proposed site alteration in accordance with the template and the requirements identified in the City's Subdivision and Development Security policy, to the satisfaction of the City; ***(Note: Site alterations security is being reviewed as part of our forthcoming Security policy update).*** 5. confirmation that the appropriate archaeological assessments on lands deemed to have moderate to high potentials for the discovery of archaeological resources have been completed to the satisfaction of the province. 6. if located within 120m of the Natural Heritage System, studies or reports may be required to confirm that the Site Alteration is in conformity with the London Plan. Such additional reports or studies to be completed as prescribed in the City's Design and Specifications Requirements Manual to the satisfaction of the city. **4.2 General Requirements** Every permit that is issued is subject to the General Requirements as attached and identified in Schedule "A" of this by-law. **4.3 Coordination with The Planning & Development Process** An application for a Site Alteration Permit may be processed concurrently with an application as part of a development application pursuant to the Planning Act. The drawings shall include but not be limited to alterations of grade, servicing, tree removals, and other works deemed appropriate by the City. The Owner acknowledges that any site alteration for a Site in advance of a Planning Approval shall be entirely at their own risk.
5-Issuance of Permit	**5.1 Requirements** The Director, Planning and Development shall issue a permit where: 1. the applicant has fulfilled all requirements pursuant to this by-law. 2. Site Alteration drawings have been accepted by the city. 3. security in a form and amount to be determined by the Director, Planning and Development in accordance with the City's Subdivision and Development security policy (as amended from time to time) to secure performance of the work for which the permit was obtained and compliance with any conditions of granting the permit. 4. proof of any other permit that may be required from the city (Tree Protection By-Law, Streets By-Law etc.) or any external agency or person for the completion of work associated with the site alteration. **5.2 Permit – Conditions - standard** Every permit that is issued is subject to the conditions as attached in Schedule "B" of this by-law. **5.3 Permit – special conditions** The Director, Planning and Development may impose special conditions on a Permit that are reasonable to ensure that the

	proposed site alteration is consistent with the provisions of this by-law. **5.4 - Permit – accepted site alteration drawings** Drawings accepted pursuant to the issuance of a permit shall form part of said permit. **5.5 - Permit valid – 2 years maximum** A permit issued pursuant to this by-law shall be valid to the expiry date as specified on the permit by the Director, Planning and Development. Unless expressly stated on the face of the Permit, all Permits issued under this By-law shall expire 2 years after issuance. An extension of permit shall be at the discretion of the Director, Planning and Development. A permit shall be considered closed where a Subdivision, Consent or Development Agreement has been registered for the lands which are covered by the permit. **5.6 - Permit issuance – no exemption from other requirement** A permit issued pursuant to this by-law does not preclude the applicant's responsibility to obtain all other approvals which may be required by any level of government and /or agencies. **5.7 - Permit transfer – requirements** If the lands for which a permit has been issued are transferred while the permit remains in effect the new owner of the lands shall either: a) provide the City with an undertaking to comply with all the conditions under which the existing permit was issued; or b) apply for and obtain a new permit in accordance with the provisions of this by-law. **5.8 - Director, Planning and Development – refer application – comment** The Director, Planning and Development, may refer any application, associated plans and information to municipal staff, public agency, advisory body and/or other qualified professional for comment prior to making a decision.
6-Administration	The administration and enforcement of this by-law shall be performed by the Director, Planning and Development. When the Director, Planning and Development is absent or their office is vacant, the Manager, Subdivisions and Development Inspections shall act in the place of the Director under this by-law and while so acting has and may exercise all the rights, power, and authority of the Director, Planning and Development as delegated by this by-law subject to the same responsibilities and limitations set out in this by-law. When both the Director, Planning and Development and the Manager, Subdivisions and Development Inspections are absent or their offices are vacant, the Manager, Current Development shall act in the place of the Director, Planning and Development under this by-law and while so acting has and may exercise all the rights, power and authority of the Director, Planning and Development as delegated by this by-law subject to the same responsibilities and limitations set out in this by-law.
7-Enforcement	7.1 The provisions of this By-Law shall be enforced by an Officer. 7.2 In accordance with section 436 of the Municipal Act, an Officer may at all reasonable times enter and inspect any land to which this By-Law has application. 7.3 Every person who contravenes any provision of this By-Law is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.0. 1990, Chapter P.33, as amended. 7.4 Subject to section 7.6 of this By-Law, in the event that the City furthers enforcement of this By-Law by prosecution commenced under Part Ill of the Provincial Offences Act, each contravention of any provision of this By-Law is hereby designated a "continuing offence" pursuant to section 429(2)(a) of the Municipal Act for each day or part of a day that the offence continues.

	7.5 Subject to section 7.6 of this By-Law, any Person guilty of an offence, upon conviction under Part III initiated proceedings under the Provincial Offences Act is liable to the City for a fine not less than $500.00 and not more than $10,000.00 for each day or part of day that the offence continues, in accordance with section 429(3)2. of the Municipal Act. 7.6 Notwithstanding sections 7.4 and 7.5 of this By-Law, any Person guilty of an offence, upon conviction under proceedings commenced under Part Ill of the Provincial Offences Act who has participated in any manner in arranging, planning, organizing, financially supporting, carrying out or permitting, whether implicitly or expressly, the removal the existing ground surface of land without or contrary to a Permit to allow for the placing or dumping of fill without obtaining or contrary to a Permit is liable to the City for a "special fine" in the amount of $50,000.00 in lieu of section 7.5 fines if the "special fine" amount is greater than the amount the total fine amount the convicted Person would be liable to the City for pursuant to section 7.5 at the time the conviction is entered. The "special fine" is established under the meaning and authority of section 429(2)(d) of the Municipal Act, for the purpose of eliminating or reducing any economic advantage or gain from the contravention of this By-Law. 7.7 As set out in section 431 of the Municipal Act and in addition to any other enforcement, remedy or penalty provided for in this By-Law, where a conviction has been entered in Part Ill proceedings under the Provincial Offences Act, the court which enters the conviction and/or any court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the Person convicted. 7.8 In accordance with section 444 of the Municipal Act and addition to any other fine or remedy authorized by this By-Law, if an Officer is satisfied that this By-Law has been contravened, the Officer may make an order, known as an "Order to Discontinue Activity", requiring the Person who contravened the By-law, or who caused or permitted the contravention, or the Owner of the land on which the contravention occurred, to discontinue the contravention. 7.9 An Order to Discontinue Activity shall set out: 1. The Person to whom it is directed. 2. The municipal address or legal description of the property on which the contravention occurred. 3. The date of the contravention. 4. The reasonable particulars of the contravention of the By-law. 5. The date by which there must be compliance with the Order to Discontinue Activity; and 6. The date on which the Order may expire. 7.10 The Order to Discontinue Activity may be served personally on the Owner or Person to whom it is directed or by regular mail to the last known address of that Owner or Person, in which case it shall be deemed to have been given on the third day after it is mailed. Service on a corporation, partnership or other business association can be affected by registered mail to its registered corporate or business address or its publicly advertised address. 7.11 If the City is unable to effect service on the Owner under section 7.10, it shall place a placard containing the terms of the Order to Discontinue Activity in a conspicuous place on the land and may enter on the land for this purpose. The placing of the placard shall be deemed to be sufficient service of the Order to Discontinue Activity. 7.12 In accordance with section 445 of the Municipal Act and in addition to any other fine or remedy authorized by this By-Law, if an Officer is satisfied that a contravention of the by-law has occurred, the Officer may make an order, known as a “Work Order", requiring the

	Owner or Person who contravened the by-law or who caused or permitted the contravention or the Owner or occupier of the land on which the contravention occurred to do the work to correct the contravention. 7.13 A Work Order shall set out: 1. The municipal address or the legal description of the land. 2. Reasonable particulars of the contravention and of the work to be done. 3. A deadline, being a specific date, for compliance with the Work Order; and 4. A notice that if the work is not done in compliance with the Work Order by the deadline, the City may have the work done at the expense of the Owner and the cost of the work may be recovered as per section 7.17 herein. 7.14 The Work Order may be served personally on the Owner or Person to whom it is directed or by regular mail to the last known address of that Person, in which case it shall be deemed to have been given on the third day after it is mailed. Service on a corporation, partnership or other business association can also be affected by registered mail to its registered corporate or business address or its publicly advertised address. 7.15 If the City is unable to effect service on the owner under section 7.14, it shall place a placard containing the terms of the Work Order in a conspicuous place on the land and may enter on the land for this purpose. The placing of the placard shall be deemed to be sufficient service of the Work Order. 7.16 Where anything required or directed to be done in accordance with this By-Law is not done, an Officer may upon such notice as he/she deems suitable, do such thing at the expense of the Person required to do it, and in so doing may charge an administration fee as outlined within the City's current Fees By-law, as amended, or replaced. 7.17 The City may recover such costs, as incurred by the City pursuant to this by-law from: 1. securities provided by the Owner identified in 5.1.3. 2. by adding the costs to the tax roll and collecting them in the same manner as property taxes. 3. a lien on the land upon the registration in the proper land registry office of a notice of a lien. 7.18 Costs – interest accrues until payment. The lien is in respect of all costs that are payable at the time the notice is registered plus interest accrued to the date payment is made. 7.19 Where the City proceeds pursuant to section 7.16 of this By-Law, an Officer, or any person under his or her direction may enter onto the land and with the appropriate equipment as required to bring the property into compliance with this By-Law.
SCHEDULE "A" – General Requirements	1. no Person shall perform a Site Alteration on any lands unless it is done at the request of or with the consent of the Owner of the Land where the Site Alteration is to occur. 2. the Owner shall comply with the requirements as outlined in Part 4 of this by-law. 3. the Owner shall comply with all relevant legislation including but not limited to Endangered Species Act, 2007 , Environmental Protection Act, R.S.O., 1990 Haul Routes for the transportation of Fill and Topsoil authorized for placement, dumping or removal at the Receiving Site may be designated to and/or from a Receiving Site by the Director, Planning and Development to minimize damage to the City's roads and minimize interference and/or disturbance to the City's residents and businesses in

	accordance with a Permit or Site Alteration Agreement issued by the City, if applicable; 4. All imported Fill and Topsoil, regraded or distributed on a Receiving Site, shall be all in accordance with the requirements of O.Reg. 406/19. 5. No person shall undertake any Site Alteration that may adversely affect the quality or quantity of water in a well, pond or watering hole intended for use as a source of water for agriculture or human consumption on a property with an adjoining property boundary, or any other property. 6. The existing Topsoil on lands subject to Site Alterations shall be preserved by removing and stockpiling it for use as final cover prior to the performance of any Site Alteration work, as applicable. 7. The Director, Planning and Development may restrict the hours of operation and days of operation permitted beyond those restrictions found in this By-Law. 8. The Director, Planning and Development may restrict the daily volume of truckloads to ensure adequate Municipal oversight of the operations, ensure traffic safety and to address reasonable concerns regarding quality-of-life issues for residents along the Haul Route and in the vicinity of the proposed Site Alteration works. 9. All Fill shall be properly compacted using acceptable engineering practices, as appropriate, unless it is being stockpiled on the Site for future use in accordance with all applicable by-laws and zoning for the City, and grading plans and timelines as approved by the Director, Planning and Development. 10. For Site alteration on Agricultural Lands, a soil fertility report, signed by an Engineer/soil scientist, confirming that the Site Alteration will not result in a reduction in the overall soil fertility. 11. Such Site Alterations shall not result in: a. interference with natural drainage processes or blockage of a watercourse. b. soil erosion, slope instability or siltation that may cause an adverse effect on downstream lands. c. pollution of a watercourse' d. flooding, ponding, or other impacts on the natural hydrologic cycle. e. A loss or adverse effect on the natural environment, including but not restricted to lands designated as environmentally significant, however expressed in the London Plan or Zoning By-law, including designations of areas as environmentally sensitive, environmental protection, as being of environmental concern and as being ecologically significant; and f. an adverse effect on any fish or wildlife habitat within, or adjacent to the subject site. g. drainage patterns of adjacent properties being adversely disturbed. h. undue dust problems for adjacent properties. i. any existing City Street being fouled with dirt, mud, or debris. j. any existing City Street being used for construction access purposes except those routes designated for construction access by the Director, Planning and Development. k. any on site burning of materials without prior approval of the Fire Department.

	l. any negative impact on groundwater levels except those which are approved by the Director, Planning and Development. m. Detrimental effect on the quality and quantity of water in a well n. an Adverse Effect on areas of archaeological significance;
SCHEDULE "B" - Permit Conditions - Standard	1. The Owner shall meet all requirements of this by-law. 2. The Owner agrees to complete the works proposed for site alteration in accordance with the plans accepted by the City of London and attached hereby to this permit. 3. The Owner agrees to assume all risks involved in undertaking the site alteration, and to this end the Owner shall indemnify and save harmless the City from and against all claims arising in undertaking. 4. If archaeological resources are discovered or identified during the Site Alteration, even after the issuance of a Permit, the Owner shall immediately cease all activity on the Site and contact the Director, Planning and Development and take such actions as defined by the Director, Planning and Development or other responsible agency to address, safeguard, and protect the resources. 5. The Owner shall obtain all necessary permits, approvals and/or certificates in conjunction with the site alteration activities (e.g. Hydro One Networks Incorporated, Ministry of the Environment Certificates, City's Tree Protection By-Law Permit, Permit of Approved Works, water connection, water taking, crown land, navigable waterways, approval: Upper Thames River Conservation Authority (UTRCA), Kettle Creek Conservation Authority (KCCA), Department of Fisheries and Oceans (DFO), Ministry of Natural Resources (MNR), Ministry of the Environment, Conservation and Parks (MECP), City, etc.). 6. No construction of municipal services shall commence prior to the execution of a subdivision, consent, or development agreement. 7. No other work shall commence until all pertinent approvals are in place. 8. The drainage patterns of adjacent properties shall not be changed which will adversely affect adjacent properties, Natural Heritage Systems or Tree Protections Areas. a. No on-site burning of material or any other type of burning shall take place without prior approval of the Fire Department and in accordance with the Open-Air Burning By-law - F-9, as amended. 9. Sufficient precautions shall be taken, as outlined in chapter 10 of the City's Design Specifications and Requirements Manual, to prevent erosion resulting from activities associated with this permit, all to the satisfaction of the City. 10. The Owner shall construct erosion and sediment control measures as required during construction to control overland flows from the Site to ensure that mud, silt, construction debris, etc. does not adversely affect abutting properties, all to the specifications of the City. 11. Prior to any work on the site, the Owner shall implement all temporary and permanent erosion and sediment control measures identified in the accepted site alteration drawings and shall have these measures established all to the satisfaction of the City. The erosion and sediment control measures shall be maintained and operated as intended during all phases of construction.

	12. In the event that the staging of this site alteration differs to that as set out in the accepted engineering drawings, the Owner shall facilitate an update to drawings as per chapter 10 of the City's Design Specifications and Requirements Manual, all to the satisfaction of the City. 13. ESC monitoring reports shall be submitted to developmentinspections@london.ca in accordance with chapter 10 of the City's Design Specifications and Requirements Manual, all to the satisfaction of the City. 14. The Owner shall ensure that ESC measures are installed, monitored, and maintained in accordance with chapter 10 of the City's Design Specifications and Requirements Manual, all to the satisfaction of the City. 15. Upon completion of the site alteration and grading operations, or in any event prior to entering into a subdivision agreement with the City, the Owner's Qualified Professional shall certify that any recommendations contained in the hydrogeological report were complied with, and any recommended remedial measures to control groundwater levels were implemented. 16. Dust suppression measures are to be implemented during construction. 17. All existing city streets shall be maintained clear of dirt, mud, and debris. 18. Any engineered fill needed to support roads, services, houses, and driveways, shall be placed under the direction of the Owner's Qualified Professional. 19. The Owner agrees to protect all topsoil stockpiles within 30 days of completion of the stripping of the topsoil, or as otherwise approved by the city. 20. The Owner shall ensure that where the root systems of trees to be preserved are exposed or damaged by construction work, they shall be neatly trimmed, and the area shall be backfilled with appropriate material to prevent drying and desiccation. 21. The Owner shall ensure the grades around wooded areas or tree stands shall not be disturbed. If it is necessary to change grades around treed areas to be preserved, the subdivider may be required to take precautions such as dry welling and root feeding. Filling and grading within the drip line of trees shall be done by hand. 22. This permit may be closed and associated security released when all the following conditions have been met: a. full compliance with this Permit and/or. b. a Subdivision, Consent or Development Agreement has been registered for the Lands. 23. The Owner shall install tree protection fencing, per accepted Tree Protection Plan, prior to any work being undertaken on-site, to the satisfaction of the City.

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: **Information Report of Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024***
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following report with respect to Bill 185: the *Cutting Red Tape to Build More Homes Act, 2024,* **BE RECEIVED** for information.

Executive Summary

Summary of Bill 185

On April 10, 2024, the Province introduced Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* which proposes changes to the *Planning Act, Development Charges Act,* the *Municipal Act* and other statutes. The intent of the legislative changes is to enable municipalities to issue approvals and building permits and incentivize completion of development proposals. This will help address the housing affordability crisis in Ontario as detailed in the Housing Affordability Task Force Report released on February 8, 2022. Bill 185 received Royal Assent on June 6, 2024.

Purpose and the Effect of Recommendations

Each section of Bill 185 is summarized with the implications and implementation actions necessary to The London Plan and Zoning By-law.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness** by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

Financial Implications of the More Homes Built Faster Act, 2022 (formerly known as Bill 23), Strategic Priorities and Policy Committee, April 18, 2023

1.2 Planning History

The Province of Ontario proposed amendments to several statutes through Bill 108 (*More Homes, More Choice Act, 2019*), 229 (*Protect, Support and Recover from COVID-19 Act, 2020*) and Bill 23 (*More Homes, Built Faster Act, 2022*), which resulted in changes to the *Conservation Authorities Act* and the *Planning Act*.

1.2 Overview of Bill 185

Bill 185 was introduced on April 10, 2024, with the intention of ‘reduc[ing] red tape and remove costly burdens in order to make government work better for the families, business owners, municipalities and workers that are building Ontario’. This Bill makes amendments to fifteen statutes, three of which are discussed in this report: *Planning*

Act, R.S.O. 1990, c. P.13 (the "*Planning Act*"), *Development Charges Act, 1997*, S.O. 1997, c. 27 (the "*Development Charges Act, 1997*") and *Municipal Act, 2001,* S.O. 2001, c. 25 (the "*Municipal Act, 2001*").

2.0 Discussion

2.1 *Planning Act*

The following is a summary of the most relevant changes made to the *Planning Act* as a result of Bill 185.

Elimination of Third-Party Appeal Rights

Bill 185 removes third-party appeals from official plan and zoning by-law amendments. Before Bill 185 received royal assent, anyone could appeal an official plan or zoning by-law amendment decision if they make an oral submission at a statutory public meeting, or a written submission before the amendment is adopted or enacted by Council. With the royal assent of Bill 185, an appeal to a Council approval is limited to the applicant, the Minister, and "public bodies" or "specified persons" who made oral or written submissions to Council prior to a decision being made. 'Specified persons' include utilities, pipeline and rail operators, and other similar public/private entities, and now includes NAV Canada, airport operators, and aggregate and environmental compliance permit holders with sites within 300 metres. Appeal rights also remain for 'registered owner(s)' of any land to which an official plan or zoning by-law would apply if, before the plan was adopted, the owner made oral submissions at a public meeting or written submissions to the council.

Implications: The elimination of appeal rights by ratepayer groups and industry organizations. They may seek party status by sheltering under an appeal of a 'specified person' but can no longer be a named appellant. As a result of the changes, any third-party appeals filed by, but for which no hearing has been scheduled before April 10, 2024, are deemed to have been dismissed as of June 6, 2024.

Next Steps: Staff have updated applications and notices; in the short term, staff will need to educate the public on these changes.

New Appeal Rights for Settlement Area Expansion Applications

Previous to the legislative change, there were no appeal rights for settlement area expansions (or lack of expansion). Through Bill 185, any landowner now has the ability to appeal a refusal or failure to decide on applications which expand a settlement boundary. This represents a significant expansion of appeal rights by lifting a prohibition which has been in place for many iterations of the *Planning Act.*

Implications: It is expected that the new Provincial Policy Statement will permit expansions to settlement area boundaries outside of the comprehensive review process, which would mean that private landowners can submit requests for expansions. Refusals of these applications would then be appealable to the Ontario Land Tribunal.

Next Steps: Amendments may be required to The London Plan.

Repeal of Fee Refund

The provisions introduced in Bill 109 requiring municipalities to refund an escalating portion of *Planning Act* application fees have been repealed. Currently, refunds of application fees are required to be paid on an increasing basis where no decision has been made within the legislated timelines.

Implications: Any *Planning Act* application submitted before June 6, 2024, is still subject to the refund provisions: however, the amount of the refund that is to be paid is based on the municipality having been deemed to have made a decision as of June 6, 2024.

Next Steps: Track existing applications which are subject to refund schedule; update application forms; advise applicants of repeal of refund schedule.

Community Infrastructure and Housing Accelerator (CIHA) Provisions Repealed

New legislation eliminates the Community Infrastructure and Housing Accelerator (CIHA) orders, a relatively new tool introduced through Bill 109. CIHA orders are a process for councils to request a Minister's zoning order. The minister continues to have the authority to enact minister's zoning orders. In order to formalize processes around MZOs, the Ministry has put in place a "Zoning Order Framework" which sets out process and requirements for requests for such orders.

Implications: Minister of Municipal Affairs and Housing can enact a 'minister's zoning order' within the Zoning Order Framework (to be released).

Next Steps: None

'Use It or Lose It'

Municipalities are now required to impose lapsing provisions on site plans and plans of subdivision if a building permit is not issued within a prescribed period, not less than three (3) years (or as prescribed by regulation).

Implications: There are currently lapsing provisions included in the conditions of draft approval for plans of subdivision. This would continue. The site plan approval process can now include lapsing dates, which will expire if no building permit is issued within the specified time period subject to any exemptions or clarification contained in the Regulations, which are not yet in force. Staff will need to determine whether to impose lapsing provisions on existing site plans.

Next Steps: Update agreements; advise applicants of change; continue to monitor for regulations. This work will be completed as part of the "Explore Incentive and Disincentive Opportunities" action as included in the Target Housing Supply Actions endorsed by Council in April, 2024.

Pre-Consultation By-laws

Pre-application consultations can no longer be made mandatory by by-law. Proponents can still voluntarily consult with municipalities to address application requirements.

Implications: Municipalities will have to address the necessary studies, reports and plans which constitute a 'complete application' regardless of the nature of the development. Proponents can then meet with municipal staff to scope the requirements.

Next Steps: Amendment to The London Plan to alter requirements for complete applications; continue to offer applicants ability to utilize the pre-application consultation meetings/process; repeal and/or amendment to pre-application consultation by-law.

Changes to Parking Requirements

Minimum parking requirements are no longer permitted in Protected Major Transit Station Areas (PMTSA) as designated in official plans where minimum densities are required.

Implications: None as the Zoning By-law Z.-1 addresses this (section 4.19 9).

Next Steps: None.

Amendments to Official Plans Near Protected Major Transit Station Area (PMTSA)

While most applications to amend OP policies in PMTSAs are not permitted, an exception has been created that allows applications to amend the authorized uses of land in the PMTSA. As these areas are scheduled to be of mixed land uses (i.e.

commercial and residential), the specific land uses can be changed or added. However, other amendments such as minimum or maximum density are not permitted.

Implications: Applications to amend the policy framework for PMTSAs continue to be prohibited, with the exception of now being permitted to apply to amend the uses.

Next Steps: None.

Exempt ARUs (Additional Residential Units) from *Planning Act* Requirements

The Minister can now make regulations setting out specific requirements and standards for ARUs in detached, semi-detached and row houses. These regulations would apply instead of the municipalities local zoning standards. It's important to note that no regulations were enacted to implement these provisions.

Implications: The City's zoning standards for ARU's may no longer be required/relevant. That ARUs would be exempt from zoning standards.

Next Steps: Changes may be required dependent on regulations (as of yet not released).

Exempt Community Service Facilities from *Planning Act* Requirements

The minister has also been given the power to make regulations that would exempt "community service facilities" of school boards, long-term care homes and hospitals from all or part of the *Planning Act*. It is important to note that no regulations were enacted to implement these provisions.

Implications: These facilities would be exempt from zoning standards and site plan review.

Next Steps: Changes may be required in the future if regulations are implemented. Continue to monitor for regulations.

Exemption of Post-Secondary Institutions from *Planning Act* Requirements

Publicly assist universities carrying out undertakings for the "objects of the institution" are exempted from the provisions of the *Planning Act.*

Implications: These facilities are exempt from zoning standards and site plan review. Additionally, there are no definitions of 'objects of the institution' or "undertaking". The Province had described the intent of this exemption as required to facilitate the construction of student housing; however, the amendments are not restricted to student housing and will apply more broadly.

Next Steps: Maintain ongoing dialogue with Western to ensure development is consistent with City priorities.

2.2 *Development Charges Act, 1997*

A summary of the key proposed changes impacting the *Development Charges Act, 1997* (DCA) as a result of Bill 185 includes the following:

Revised Definition of Capital Costs

On November 28, 2022, the Province enacted Bill 23 (More Homes Built Faster Act), which included several exemptions, discounts, and reductions to development charges (DCs). As part of this legislation, the definition of capital costs was amended to remove studies as eligible capital costs. Subsequently, Bill 185 has reversed the Bill 23 amendment to the DCA so that studies have been reinstated as eligible capital costs.

Implications: The City is currently collecting and funding growth related studies since the 2021 DC Study and By-law was approved by Council prior to Bill 23 being enacted. Growth related studies would have been required to be removed from the 2028 DC Study but this is no longer required with the passing of Bill 185.

Removal of the Mandatory Phase-in

Bill 23 required that DC rates be phased-in over 5-years with 80% of the DC charge recoverable in year 1 with the full charge (100%) not recoverable until year 5. The changes introduced under Bill 185 removes the mandatory phase-in of DC charges.

Implications: DC By-laws passed after January 1, 2022 were required to phase-in DC rates. Since the 2021 DC By-law was passed prior to this date the current DC rates were not impacted by the phase-in requirement. With the removal of the mandatory DC rate phase-in through Bill 185, the 2028 DC Study and By-law will no longer be subject to the phase-in of DC rates.

Reduction of D.C. Rate Freeze Timeframe

On June 6, 2019, the Province enacted Bill 108 (More Homes, More Choices Act). Bill 108 provided for several changes to the DCA, including a requirement to freeze DC rates imposed on certain developments. This applied to developments that were subject to site plan / zoning by-law amendment (ZBA) applications, where the DC rate was frozen at the rates in effect at the time of site plan / ZBA complete application. The frozen DC rate was maintained as long as the time from application approval to permit issuance did not exceed 24 months. Bill 185 reduces the frozen DC rate period from 24 months to 18 months. One of the primary purposes of this change is to incent developers to move more quickly on their projects.

Implications: This is an operational change that will impact processes, procedures, and will require system modifications. Civic administration is in the process of finalizing these changes.

Process for Minor Amendments to DC By-laws

Bill 185 allows municipalities to undertake minor amendments to DC By-laws without certain requirements, such as undertaking a DC Background Study for the following purposes:

- To remove a DC By-law ‘sunset clause’ or to extend a DC By-law, subject to the 10-year limitations provided in the DCA;
- To impose DCs for studies; and
- To remove the mandatory DC rate phase-in.

Implications: No changes are required to the current DC By-law, therefore no impact to the City.

Financial Impacts

Civic Administration estimated that the overall impact to the City on growth costs previously funded by DCs is at least $97 million over a 5-year period as a result of the legislative changes introduced through Bill 23. With the elimination of the DC rate phase-in and the reinstatement of growth-related studies as eligible capital costs, it is estimated that $40 - $50 million can continue to be funded from DCs. This is a positive announcement that will ensure growth-related costs are funded and paid for by DCs as opposed to existing tax/rate payers. It should be noted that these financial impacts would have impacted the City upon the adoption of the next DC By-law since Bill 23 came into force and effect after the approval of the current DC By-law.

2.3 *Municipal Act, 2001*

New Exception to the Anti-Bonusing Rule

Bill 185 adds a new section 106.1 which allows the Province to make regulations authorizing a municipality to grant assistance, directly or indirectly, to a specified manufacturing business or other industrial or commercial enterprise during a specified period if the Province considers that it is necessary or desirable in the provincial interest to attract investment in Ontario. This regulation-making power also allows the Province to set out the types of assistance that may be granted as well as impose restrictions, limits, or conditions on the granting of the assistance. The Province may also specify conditions that must be met before the assistance may be granted.

Implications: The City may have a new tool to attract commercial or industrial businesses. The Province has not released conditions or criteria to guide these permissions.

Next Steps: Continued monitoring of regulations.

Municipal Policy on Servicing Allocation

New section 86.1 is added to the *Municipal Act*, *2001* whereby a municipality can enact a by-law setting out a framework and set of rules for allocating servicing capacity to developments, and similarly placing an expiry on the allocation (“use it or lose it”). The policy may include a system for tracking servicing available to support approved development applications and criteria respecting the allocation of the servicing, as well as the withdraw and re-instatement of the allocation. If such a by-law is adopted by council, an officer must be appointed to make the decisions regarding allocation. All decisions are treated as final, with no appeal route.

Implications: Should Council decide to enact such a policy, it would ensure that allocation is not reserved for developments that are not proceeding and that those who are “shovel-ready” are not prevented from proceeding.

Next Steps: Staff will review and report back to Council. This work will be completed as part of the “Explore Incentive and Disincentive Opportunities” action as included in the Target Housing Supply Actions endorsed by Council in April, 2024.

Conclusion

The implications of Bill 185, C*utting Red Tape to Build More Homes Act, 2024*, are quite significant with respect to the planning legislation and framework in which municipalities operate. Several short-term actions, including amendments to The London Plan, revisions to applications, and review of development agreements (subdivision and site plan) maybe be required.

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Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **Scott Mathers, MPA, P.Eng.**
Deputy City Manager, Planning and Economic Development
Subject: **Incentivizing Office-to-Residential Conversions in Downtown**
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following actions be taken with respect to offering financial incentives to support office-to-residential conversions in downtown:

(a) Civic Administration **BE DIRECTED** to amend the Downtown Community Improvement Plan Financial Incentive Program Guidelines to introduce the following financial incentive programs focused on downtown office-to-residential conversion projects:

i) Feasibility Study Grant Program

ii) Construction Conversion Grant Program with a maximum grant of $35,000 per unit

iii) Application Fees Exemption Program

(b) Civic Administration **BE DIRECTED** to amend the existing Office-to-Residential Conversion Grant Program in the Downtown Community Improvement Plan Financial Incentive Program Guidelines to increase the amount of the grant per residential unit to match the proposed new program in recommendation (a) ii).

(c) Civic Administration **BE AUTHORIZED** to amend its agreement with 166 Dundas St London Inc. by $110,053 to adjust for the increased per residential unit grant value to be implemented subject to Municipal Council approval of recommendation (a) ii).

(d) Civic Administration **BE AUTHORIZED** to amend its agreements with any future applicants that receive an Office-to-Residential Conversion Grant prior to the new Construction Conversion Grant Program being approved, to adjust for the increased per residential unit grant value to be implemented subject to Municipal Council approval of recommendation (a) ii).

(e) The report “City of London Office to Residential (OTR) Conversion Financial Incentive Program(s) (OTR-CFIP)” from Urban Insights Inc. attached as Appendix “A” **BE RECEIVED**.

Executive Summary

Summary of Request
The City of London retained a consultant team led by Urban Insights Inc. in collaboration with Durrell Communications and Gillam Group Inc. (‘Urban Insights’) to determine what new or amended Community Improvement Plan financial incentive program(s) will best result in incentivizing property owners to convert vacant downtown Class ‘B’ and ‘C’ office space to residential units.

Purpose and the Effect of Recommended Action
Urban Insights is recommending three financial incentive programs for the City of London to implement:

- Feasibility Study Grant Program
- Construction Conversion Grant Program
- Application Fees Exemption Program

Each program targets a specific aspect of an office-to-residential conversion project and will help make a project more financially viable for eligible applicants.

The Feasibility Study Grant Program targets the numerous technical studies required to determine if an office building can be feasibly converted to residential units.

The Construction Conversion Grant Program helps cover a portion of the cost of the physical conversion of the space. Urban Insights is recommending a maximum grant of $40,350 per unit; however, Civic Administration is recommending a maximum grant of $35,000 per unit as this is the maximum amount received from the Housing Accelerator Fund for an Office-to-Residential Conversion Unit.

The Application Fees Exemption Program reduces the upfront cost of an eligible development project by exempting municipal application fees.

Civic Administration agrees with Urban Insights' recommendations to introduce these three programs.

This report recommends Municipal Council direct Civic Administration to amend the Downtown Community Improvement Plan Financial Incentive Program Guidelines to introduce these new programs and to amend the existing Office-to-Residential Conversion Grant program to reflect the revised maximum grant value of $35,000 per unit (without differentiating by the number of bedrooms) and remove the $2 million cap per property.

Rationale of Recommended Action
The recommended action helps implement the Downtown Community Improvement Plan's goals and objectives, specifically:

- Goal III a. "to enhance the downtown as a unique community in the Heart of the City. The downtown shall be a place where people are attracted to live, work, shop and play".
- Objective IV c. "stimulate private property maintenance and reinvestment activity".

The recommended action also addresses Strategies 5,6,7 and 8 of the 13 strategic property initiatives in the 2023 Core Area Land and Building Vacancy Study and one recommendation from the 2023 Five-Year Community Improvement Plan Review.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Economic Growth, Culture, and Prosperity** by increasing residential occupancy and livability in the Core Area.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Strategic Priorities and Policy Committee – Core Area Land and Building Vacancy Reduction Strategy – May 30, 2023

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

Strategic Priorities and Policy Committee – London's Approved Housing Accelerator Fund Application – September 19, 2023

Planning and Environment Committee – Amendments to the Downtown Community Improvement Plan Financial Incentive Program Guidelines to introduce an Office-to-Residential Conversion Grant Program – February 21, 2024

1.2 Downtown Community Improvement

Municipal Council adopted the Downtown Community Improvement Plan (CIP) in 1996 and amended the CIP in 2017 to expand the community improvement project area boundary to include properties in Richmond Row. The Downtown CIP's purpose is to provide the context for a coordinated municipal effort to improve the physical, economic, and social climate of the downtown. The initiatives summarized in the CIP, are intended to stimulate private investment and property maintenance and renewal in the downtown. The CIP's focus is to foster an environment that will increase the supply of residential units within the downtown to ensure a viable downtown population, encourage the provision of unique or specialized attractions and public facilities, and the location of community amenities to make the downtown an attractive place for investment to occur.

The Downtown CIP provides the legislative and policy framework that permits Municipal Council to provide financial incentive programs to private property owners that support the CIP's goals.

Financial incentive programs approved by Municipal Council are adopted in a separate by-law from the Downtown CIP and its community improvement project areas. This separation allows Civic Administration flexibility to implement edits to financial incentive programs without having to follow the Planning Act requirements that are necessary to amend the CIP itself.

In Civic Administration opinion updating the Downtown CIP Financial Incentive Program Guidelines to better incentivize office-to-residential conversion projects satisfies Goal "c." of the CIP and meets the CIP's purpose.

In March 2024, Municipal Council approved a preliminary Office-to-Residential Conversion Grant Program. This program (functioning as a forgivable loan) offers eligible office-to-residential conversion projects a grant equal to the amount of applicable development charges based on the number of bedrooms per unit and the total number of residential units created, up to $2 million per property. In 2024, the applicable grant rates are $20,777 for a one-bedroom unit and $28,155 for a two-bedroom unit.

As of writing this report, Civic Administration has approved three Office-to-Residential Conversion Grant Program applications; however, the grant has only been issued for 166 Dundas Street. The grants for the other two applications will be issued once the building permit is issued and the agreement signed.

1.3 Core Area Land and Building Vacancy Reduction Strategy (CAVRS)

Municipal Council received the Core Area Land and Building Vacancy Study (CAVRS) in June 2023.

CAVRS serves as a guide to address Core Area commercial land and building vacancy in London. It is a property-based strategy, with supporting strategic initiatives related to people, place, and promotion. While each area of focus is important, CAVRS is foundationally a property-based strategy, meaning that occupancy-ready property must be available to reduce Core Area commercial land and building vacancy. Without a supply of occupancy-ready properties, the other three CAVRS areas of focus alone will not be sufficient to reduce Core Area commercial land and building vacancy.

Converting vacant commercial office space into residential units is specifically cited among the thirteen Property Strategic Initiatives in CAVRS.

Potential programs identified therein include:

- A new grant program that bridges the economic viability gap and achieves the

conversion of vacant Class ‘B’ and ‘C’ office space into residential units (e.g., a per square foot grant as used elsewhere in Canada).

- A program that improves air quality when converting office space to residential units.
- A program to support undertaking feasibility studies for eligible office properties to determine if it can be converted.
- A grant program to cover the cost of planning application fees for eligible conversion projects.

In CAVRS, a Class ‘B’ office building is defined as a slightly older building with good management and quality tenants.

Class ‘C’ office buildings are the lowest grade for useable office buildings. These office buildings are older and may be located on less desirable streets in older sections of the city. Many of these buildings usually have higher than average vacancy rates for their market. Older, less desirable architecture, limited infrastructure, and antiquated technology define Class ‘C’ buildings.

1.4 5-Year Community Improvement Plan Review

Civic Administration completed the 5-Year CIP and Financial Incentives Review in June 2023.

Its purpose was to propose changes to several of London’s CIPs, to the scope and terms of Financial Incentive Programs, and to consider new programs and approaches to address community improvement issues.

On June 27, 2023, Municipal Council directed thirty-five recommendations from the review be implemented with many recommendations requiring funding approval through the Multi-Year Budget process.

The recommendation relevant to this report is:

> d) xiv) the Civic Administration BE DIRECTED to investigate the feasibility of a new community improvement financial incentive program to support conversion of vacant commercial buildings with a low potential for continued commercial use to residential units in alignment with the multi-year budget process.

1.5 Housing Accelerator Fund

In April 2023, the Canada Mortgage and Housing Corporation released details on the Housing Accelerator Fund (HAF). HAF is a $4 billion incentive program targeting local municipal governments, with an anticipated outcome of 100,000 additional building permits issued in Canada over a three-year period.

HAF’s aim is to encourage new municipal initiatives that will increase housing supply at an accelerated pace and enhance certainty for developers in the approvals and building permit processes, resulting in transformational change to the housing system.

London’s approved HAF application provides a housing target of 2,187 additional units between 2024-2026 for eligibility of up to $74,058,143 under the HAF. These units must be over and above London’s recent unit construction average.

The funding is awarded based on the overall number of additional units that will occur because of the HAF funding. In general, funding is based on the municipality’s overall growth commitments and projected units that align with priority areas. The funding framework has three components:

1. Base funding
2. Top-up funding, and
3. An affordable housing bonus.

Multi-unit housing near transit will receive the most per unit funding, followed by 'Missing Middle' built form multi-unit housing, other multi-unit housing, and detached homes. Per unit funding ranges from $20,000 to $50,000 per unit.

Of the seven HAF initiatives, #1 is most relevant to this project:

- Promoting high-density development without the need for privately initiated rezoning (as-of-right zoning), e.g., for housing developments up to 10 storeys that are in proximity (within 1.5km) of rapid transit stations and reducing car dependency.
    - Noting: The City would also tie these incentives to inclusion of housing unit types for families, students, and seniors at various levels of affordability to ensure a diverse and inclusive community is created. This initiative will also include implementing incentives for conversions from non-residential to residential and multi-unit housing within close proximity to transit through the development of a Community Improvement Plan.

Of the approved up to $74M in HAF funding, $20M is earmarked for per unit financial incentives to support Community Improvement Plans and Financial Incentive Programs to support multi-unit non-residential conversions and multi-unit transit-oriented housing.

2.0 Discussion and Considerations

2.1 Project Overview

The City of London retained a consultant team lead by Urban Insights Inc. in collaboration with Durrell Communications and Gillam Group Inc. ('Urban Insights') to determine what new or amended Community Improvement Plan financial incentive program(s) will best result in incentivizing property owners to convert vacant commercial office space to residential units.

Several deliverables were contracted from the consultant team, including:

- A planning justification report to provide policy framework and rationale related to the creation of the proposed financial incentive program(s);

- A review of the existing financial incentive programs offered through the Downtown and Old East Village CIPs to determine if they can be modified to (better) incent the conversion of vacant commercial office space to residential units in buildings with low potential for commercial reuse;

- An analysis supporting a recommendation for or against introducing a feasibility study grant for converting vacant Class 'B' and 'C' office space into residential units;

- The development of a new grant program for office conversion projects at a specified rate per square foot or unit that will be converted to residential units;

- An analysis supporting a recommendation for or against a financial incentive program to support improving air quality when converting office space into residential units;

- An analysis supporting a recommendation for or against a financial incentive program to cover the cost of planning application fees for office to residential conversion in the Core Area;

- An analysis supporting a recommendation for or against expanding any of the proposed financial incentives beyond the Core Area.

As outlined in Sections 2.2 to 2.8 below, Urban Insights' analysis in Appendix "A" shows that introducing financial incentive programs to help cover some of the cost of the studies needed to convert an office building, construction, and application fees will

improve a conversion project's financial feasibility. A financial incentive program related to improving air quality is not being recommended.

2.2 Proposed Financial Incentive Program Overview

Urban Insights is recommending three financial incentive programs for the City to adopt:

Feasibility Study Grant Program – to fund the cost of technical studies to reduce the financial risk for project proponents to assess the viability of converting office space into residential units. This three-step grant program is designed to advance the most viable conversion projects through an evidence-based criteria system and reduce the risk to the property owner and the City.

Construction Conversion Grant Program – to reduce the construction cost (initial investment burden) when converting vacant office space into residential units.

Application Fees Exemption Program – to exempt applicants from all planning, building permit, and other associated fees (e.g., cash-in-lieu of parkland) to reduce the upfront costs for property owners when converting vacant office space into residential units and to improve project viability.

The three programs will have access to $10 million, minus any existing commitments, allocated from the $74 million received under the Housing Accelerator Fund.

The three programs are anticipated to generate four to six office-to-residential conversions within the three-year HAF funding window.

Table 1: Urban Insight Inc. Proposed Financial Incentive Programs

Program	**Funding Allocation**	**Purpose**	**Funding Criteria**
Feasibility Study Grant Program	$800,000 (8%)	Funding towards a technical feasibility study grant program organized into three steps	Maximum $80,000 per property (phased criteria guided by the Scorecard)
Construction Conversion Grant Program	$9,200,000 minus any previously approved application funding (92%)	Funding towards construction and management costs for eligible projects	Maximum $40,350* per unit
Application Fee Exemption Program	$0.00 (0%)	A fee exemption to help the OTR program and reduce costs to the project	Forgone Revenue
Total	**$10,000,000**		

*The maximum funding potential is recommended to create at least 228 office-to-residential units

For maximum effectiveness these programs can be stacked with other applicable financial incentive programs in the downtown, such as the Rehabilitation and Redevelopment Tax Grant Program.

Each proposed program is discussed in more detail in Section 2.3 to 2.5.

2.3 Feasibility Study Grant Program

Urban Insights is recommending the City of London create a Feasibility Study Grant Program. The Feasibility Study Grant Program is recommended to be up to $80,000 per property (one-time).

This grant helps applicants complete specific technical studies to determine if a building can be converted. The Feasibility Grant Program incorporates a maximum cap to ensure grant funding remains available to support between four and twenty feasibility study applications. In some cases, additional study work and more expensive studies are required. If this occurs, it is the applicant's responsibility to cover the costs beyond the $80,000 grant if they wish to proceed.

The Feasibility Study Grant is being recommended as a three-step process with eligible funding for defined studies up to a maximum of $80,000 per property described at a high level below:

- The first step is the Scorecard performed by a third-party consultant. A set $3,000 fee is assigned for this study requirement. The Scorecard Report will show the conversion potential and project viability. The anticipated turnaround time for step one is one to two weeks.

- The second step is the Phase 1 Feasibility Study Assessment involving a floor plan, hazardous materials assessment, and geotechnical study. If these studies show the building is viable for conversion, funding will be available for the third step.

- The third step involves a structural assessment, mechanical and electrical, fire life safety, envelope and energy, and elevators, lifts, and escalators reports. The anticipated turnaround time for steps two and three is six to eight weeks to complete all required studies. If less studies are required these steps can be done more quickly.

Urban Insights is proposing the City of London retain a third-party consultant to independently (from the City) complete the Scorecard step in the process.

2.4 Construction Conversion Grant Program

Urban Insights is recommending the City of London create a Construction Conversion Grant Program to help incentivize the conversion of vacant office spaces into residential units.

A maximum grant of $40,350 per unit has been calculated based on a pro forma financial feasibility analysis and taking into consideration the $10 million funding envelope. A $40,350 per unit grant results in 228 residential units being created.

A $40,350 per unit grant represents a 14.3%-17% cost reduction to a standard renovation project which is estimated to range between $315 to $375 per square foot.

No maximum grant per property (or cap) is being recommended for the Construction Conversion Grant Program.

Civic Administration is recommending a maximum Construction Conversion Grant of $35,000 per unit based on the HAF funding received for Office Conversion Units:

> Base funding ($20,000) plus multi-unit housing near rapid transit ($15,000) = $35,000.

Civic Administration recommends not exceeding $35,000 per unit as this is the maximum value received for an Office Conversion Unit from the Housing Accelerator Fund. A $35,000 per unit grant results in 263 residential units being created.

The applicant will receive the Construction Conversion Grant after the building permit has been issued. The Grant Program will operate as a forgivable loan and be available first-come first-serve. The full Grant Program details will be available in a future report to the Planning and Environment Committee when Municipal Council approval is sought.

2.5 Application Fees Exemption Program

Urban Insights is recommending the City of London create an Application Fees Exemption Program to help reduce office-to-residential conversion project costs and increase project viability.

Application fees may include, but are not limited to:

- Planning application fees
- Building Permit fees
- Cash-in-Lieu of Parkland fees

The three proposed office-to-residential conversion financial incentive programs are anticipated to generate four to six applications within the three-year HAF funding window. As a result, Urban Insights has estimated the cost of fees (i.e. revenue not received) at $375,000 for six applications to the financial incentive programs.

The City has two options for financing of the Application Fees Exemption Program:

> Option 1 – is to waive the application fees and each affected service areas' budget will not be made whole, but instead will forgo that revenue.
>
> Option 2 – is to have the program funding repay the application fees to each affected City service area. This option makes the service area budget whole but reduces the impact of the budget allocation by the estimated cost of $375,000 — equivalent to 11 residential units based on the $35,000 construction conversion grant recommendation.

Urban Insights is recommending Option 1 as it will have minimal impact on revenue (based on the estimated four to six applications) and maximize the number of converted units.

If Municipal Council directs Civic Administration to further investigate an Application Fees Exemption Program, a future recommendation to Municipal Council on what option to move forward with will be presented.

2.6 Air Quality Grant Program (not recommended)

The City asked Urban Insights to undertake an analysis for or against a financial incentive program to support improving air quality when converting Class 'B' and 'C' office space into residential units.

Urban Insights is not recommending a separate Air Quality Grant Program. In their opinion having a separate line item for air quality makes the conversion program more complex and reduces the overall effectiveness of the proposed Construction Conversion Grant Program.

In general, improving air quality will be addressed through the proposed Construction Conversion Grant Program and the required feasibility studies. Updating old building systems during the construction process will result in improved air quality and energy efficiencies.

Civic Administration concurs with these findings and is not recommending a separate Air Quality Grant Program.

2.7 Engagement and Research

Urban Insights along with Gillam and Durrell Communications, undertook an engagement process to ensure that the voices of property developers, local business

owners, and City staff were heard and integrated into the planning and execution phases of the proposed financial incentive programs.

This process included in-person and virtual meetings and workshops that provided platforms for discussion and exchanging of ideas.

Additionally, 14 targeted interviews with industry experts and developers were conducted to refine the proposed programs objectives and strategies, ensuring they align with real needs and opportunities within the downtown.

Key findings from the engagement included:

- A grant to help fund technical studies to assess the feasibility of conversion.
- A grant to bridge the funding gap to help make projects more financially feasible.
- Improvements to energy efficiency would make office buildings more attractive to convert to residential.
- Endorsements to cover energy, development, and tax costs.

Urban Insights also interviewed the City of Calgary about its office-to-residential financial incentive program to inform approaches to use in London.

Further, the consultant team visited six potential conversion sites, and leveraged Gillam's construction management experience to get a better understanding of the construction obstacles property owners face when converting a building.

This proactive engagement strategy made it easier to understand the challenges and potential of converting office spaces into residential units but also created a sense of purpose and buy-in essential to foster success for the proposed programs.

2.8 Pro Forma Analysis

Urban Insights undertook a pro forma (financial feasibility) analysis to support its recommendations.

The key findings from the pro forma include:

- Viability assessment. The pro forma analysis reveals that the proposed office-to-residential conversion financial incentives programs are critical in making many potential projects financially viable. Without these programs, the high costs of a conversion project might deter developers.

- Return on Investment (ROI). The expected ROI, based on the construction value generated by these projects, is projected to be significant, ranging from 5.6x to 8.4x. This high return is indicative of the substantial economic impact these conversions could have, far outweighing the initial public investment.

- Cost Savings. With the programs, developers can see a reduction in overall project costs by approximately 14.3% to 17%, making projects more attractive and financially feasible. This reduction is critical in a market where lower construction costs are necessary to ensure projects will start and finish.

- Economic Impact. Beyond direct financial returns, the pro forma suggests substantial broader economic benefits, including increased property values, enhanced tax revenues, and job creation during construction. These factors contribute to the revitalization of the downtown.

- Risk Mitigation. The financial modeling incorporates various risk factors, including market volatility and potential cost overruns. The strategic use of financial incentives and structured financial planning within the pro forma helps mitigate these risks, ensuring that the program can adjust to changing economic conditions without compromising its objectives.

2.9 Existing Downtown Office-to-Residential Conversion Grant Program

In March 2024, Municipal Council approved a preliminary Office-to-Residential Conversion (OTR) Grant Program. This existing program (functioning as a forgivable loan) offers eligible office-to-residential conversion projects a grant equal to the amount of applicable development changes based on the number of bedrooms per unit and the total number of residential units created, up to $2 million per property. In 2024, the applicable grant rates are $20,777 for a one-bedroom unit and $28,155 for a two-bedroom unit.

Civic Administration is recommending this existing OTR Conversion Grant Program be amended to increase the grant value to $35,000 and to remove the $2 million cap per property. This will help encourage further office-to-residential conversion projects during the period before the Civic Administration can introduce the proposed new financial incentive programs.

2.10 Applicants to the Existing Office-to-Residential Conversion Grant Program

In April 2024, the City of London and 166 Dundas St London Inc. signed an agreement to provide an OTR Conversion Grant of $414,947 for the conversion of 166 Dundas Street to create 15 new residential units.

This grant is based on the program grant amounts of $20,777 to $28,155 per unit. In the interest of fairness and transparency, Civic Administration is recommending 166 Dundas St London Inc.'s OTR Conversion Grant agreement amount be amended upward by $110,053 to reflect the revised grant value of $35,000 per unit.

As of writing this report, two additional applications to the existing Office-to-Residential Conversion Grant Program have been approved, but the agreements have not been signed. Civic Administration is recommending that when these agreements are signed (and any potential future applications are approved) before the new Construction Conversion Grant is approved by Municipal Council, the amount of the OTR Conversion Grant amount be amended to reflect the revised grant value of $35,000 per unit and the $2 million cap per property be removed.

3.0 Financial Impact/Considerations

3.1 Program Budget

A budget of $10 million has been established to fund office-to-residential conversion financial incentive programs. This budget is supported by the $20 million Housing Accelerator Fund application for per unit financial incentives to support multi-unit non-residential conversions. As a result, the proposed programs will have no impact on the tax levy between 2024 and 2026.

If it is desired that any programs are continued beyond the program budget allotted through the Housing Accelerator Fund, the tax-supported Community Improvement Program Reserve Fund would be the proposed funding source. Business Case P-42 Initiative #12 approved through the 2024-2027 Multi-Year Budget includes $21.1 million in funding for a variety of CIPs and financial incentive programs, including office-to-residential conversions. $20 million of the funding is from HAF for 2024 and 2026 and $1.1 million is tax-supported for 2027.

3.2 Stacking Grants and Incentives for Affordable Housing

As noted in various reports on the financial viability of affordable housing projects, the pro forma is sensitive to small changes in market conditions. Project costs can fluctuate based on global demand for materials. Additionally, the construction period can also have an adverse affect on long-term debt of the non-profit housing provider as they carry the financial burden of the project during the construction phase.

Although the City provides several financial incentives, the recent analysis through the Affordable Housing CIP review found that the potential gap in capital funding required

for an affordable housing project ranges from approximately $139,000 to $159,000 per unit for a non-profit housing provider. In the case of the Office-to-Residential Construction Conversion Grant Program, the proposed grant of $35,000 per unit, stacked with the provincially mandated development charge exemption for affordable housing residential units ($20,777), and a Roadmap to 3,000 grant ($45,000) can help close the gap in funding required to build more affordable units.

Conclusion

This report recommends Civic Administration be directed to introduce three new office-to-residential financial incentive programs to help downtown private property owners convert their vacant Class ‘B’ and ‘C’ office buildings to residential units.

These programs also help the City meet its obligations to the Housing Accelerator Fund and help implement the recommendations of CAVRS and the 5-Year CIP Review.

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Reviewed and Submitted by:	**Mike Macaulay, MPA** **Manager, Core Area Programs**
Recommended by:	**Scott Mathers, MPA, P.Eng.** **Deputy City Manager, Planning and Economic Development**

Copy: Alan Dunbar, Manager, Financial Planning and Policy

Appendix A – Urban Insights Final Report: “City of London Office to Residential (OTR) Conversion Financial Incentive Program(s) (OTR-CFIP)”

OFFICE-TO-RESIDENTIAL (OTR) CONVERSION FINANCIAL INCENTIVES PROGRAM(S) (OTR-CFIP)

FINAL REPORT

JULY 2024

London CANADA

DURRELL COMMUNICATIONS

urban insights

GILLAM

ACKNOWLEDGEMENTS

We would like to thank all community partners and organizations that participated by providing input into the OTR Conversion Financial Incentives Program through interviews, site visits, engagement activities and workshops.

We appreciate the time and participation of local builders and non-profit leaders, and the London Development Institute (LDI) who represents the local building industry. We are thankful for LDI input and support in this program.

We would also like to thank City staff who contributed directly and indirectly to the completion of this report. This report would not have been possible without their expertise, knowledge, experience, and valuable input.

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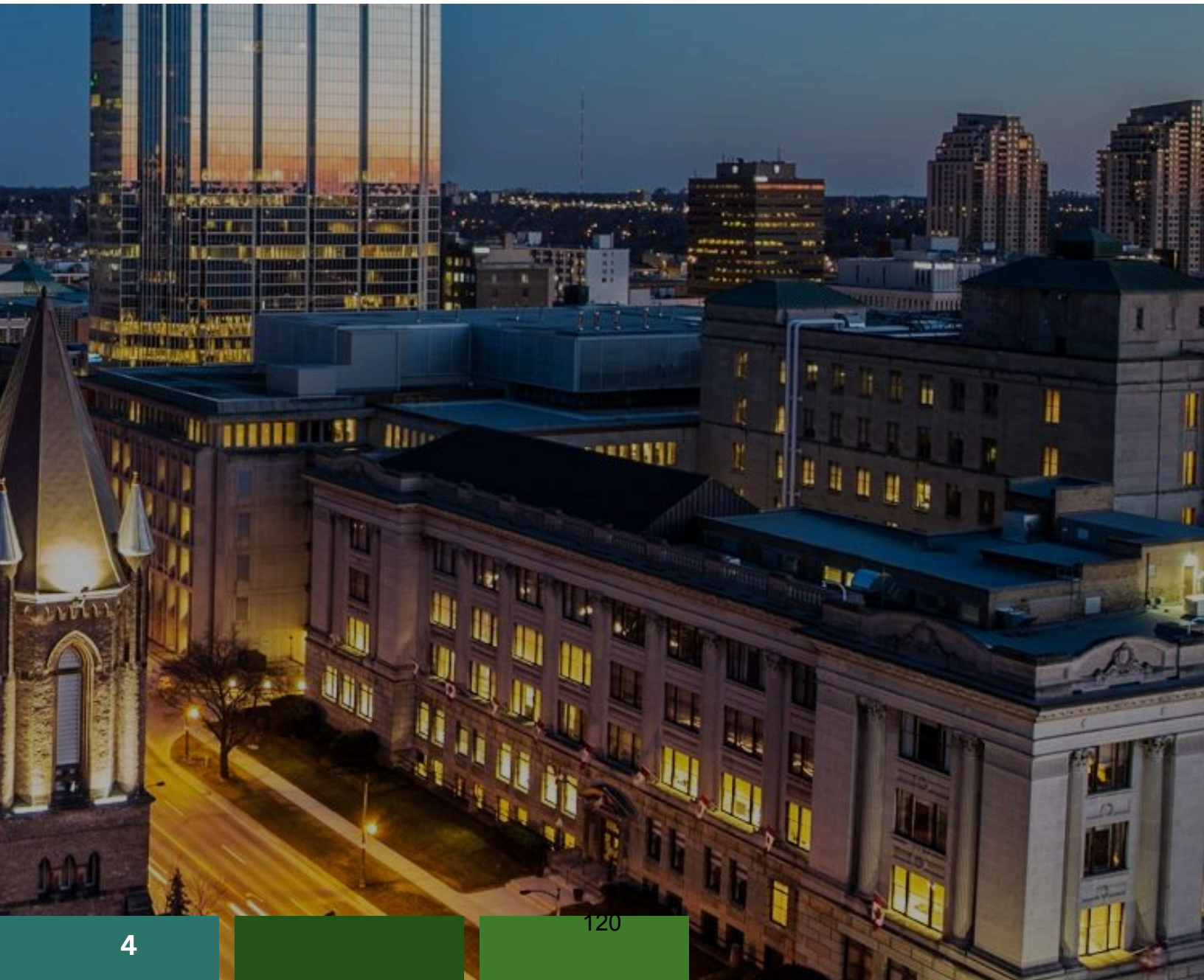
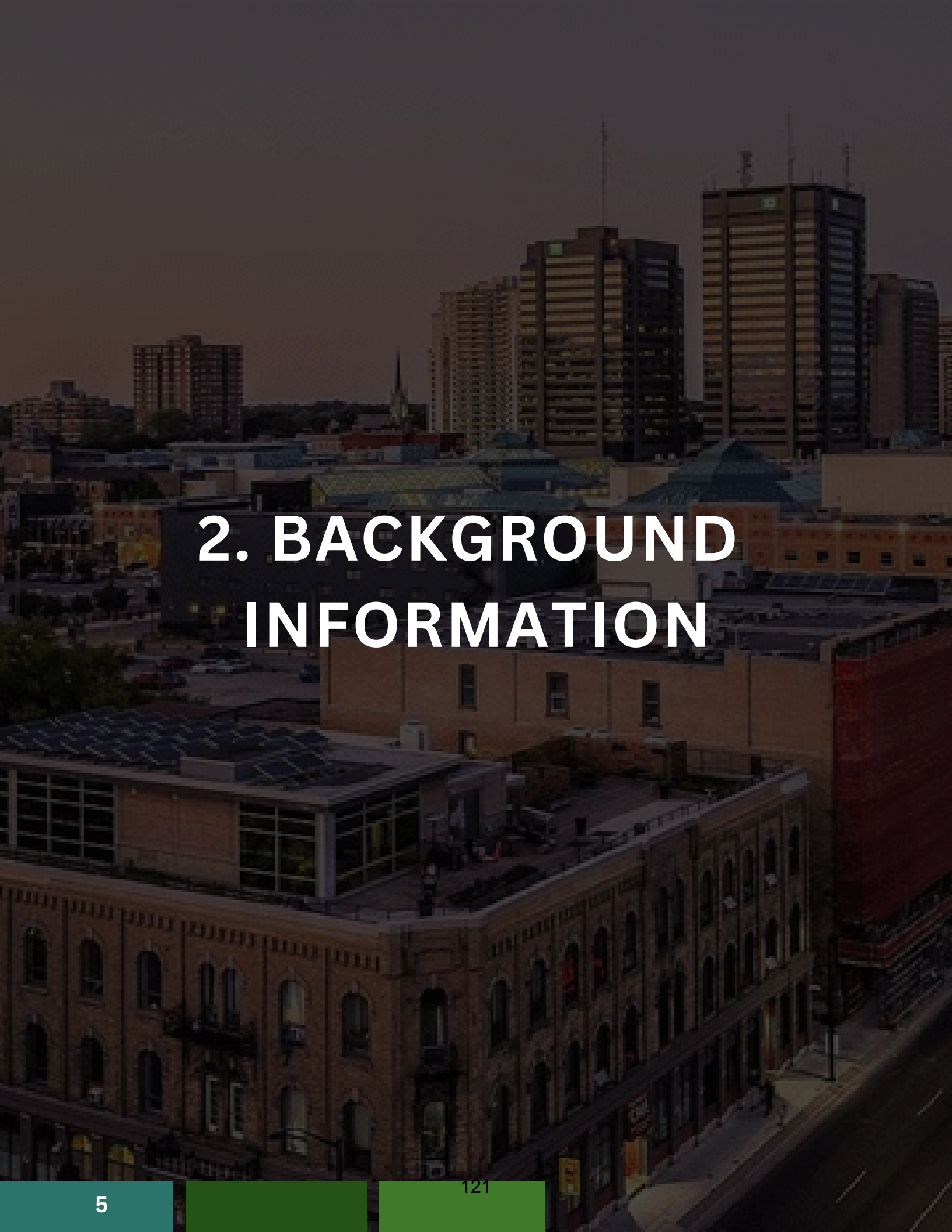
EXECUTIVE SUMMARY

This comprehensive report encapsulates the entirety of the Office to Residential (OTR) Conversion Financial Incentive Programs (OTR-CFIP) project, detailing its inception, execution, and anticipated impacts. With an allocation of $10M from the Housing Accelerator Fund (HAF) and based on available funding, the OTR-CFIP aims to revitalize London's downtown by converting underused Class B and C office spaces into residential units. This initiative is aligned with the City's strategic goals to enhance economic growth, culture, and prosperity, and address housing needs by increasing the residential occupancy in the Core Area, and more specifically, the Downtown.





2. BACKGROUND INFORMATION

2.0 BACKGROUND INFORMATION

2.1 Community Improvement Plans (Grants)

A financial grant is an economic incentive offered by a municipality to encourage a specific (or targeted) type of development activity or to guide development in a certain direction. A grant is a sum of money, often linked to specific criteria, which does not need to be repaid by the applicant. Municipal grants can be funded by municipalities in a variety of ways including the annual budget, a reserve fund, and in some cases, a waiver of fee(s) depending on the program. These grants are guided by policy goals such as urban renewal, economic development, affordable housing, legislative authority and Council direction.

As a principle, grants can make projects feasible that might otherwise be unviable due to high costs or low returns. By reducing the financial burden (and time) on developers, these grants encourage investments in areas that serve a broader community interest. Grants can apply to construction activity, technical study and other items as permitted under the framework of Section 28 of the Ontario Planning Act, enabling Official Plan (The London Plan) policies and an approved Community Improvement Plan (CIP).

The London OTR-CFIP introduces three financial incentive programs to incentivize conversion projects based on a defined criteria focused on:

1. Feasibility Study Grant Program;
2. Construction Conversion Grant Program; and,
3. Application Fee Exemption Program.

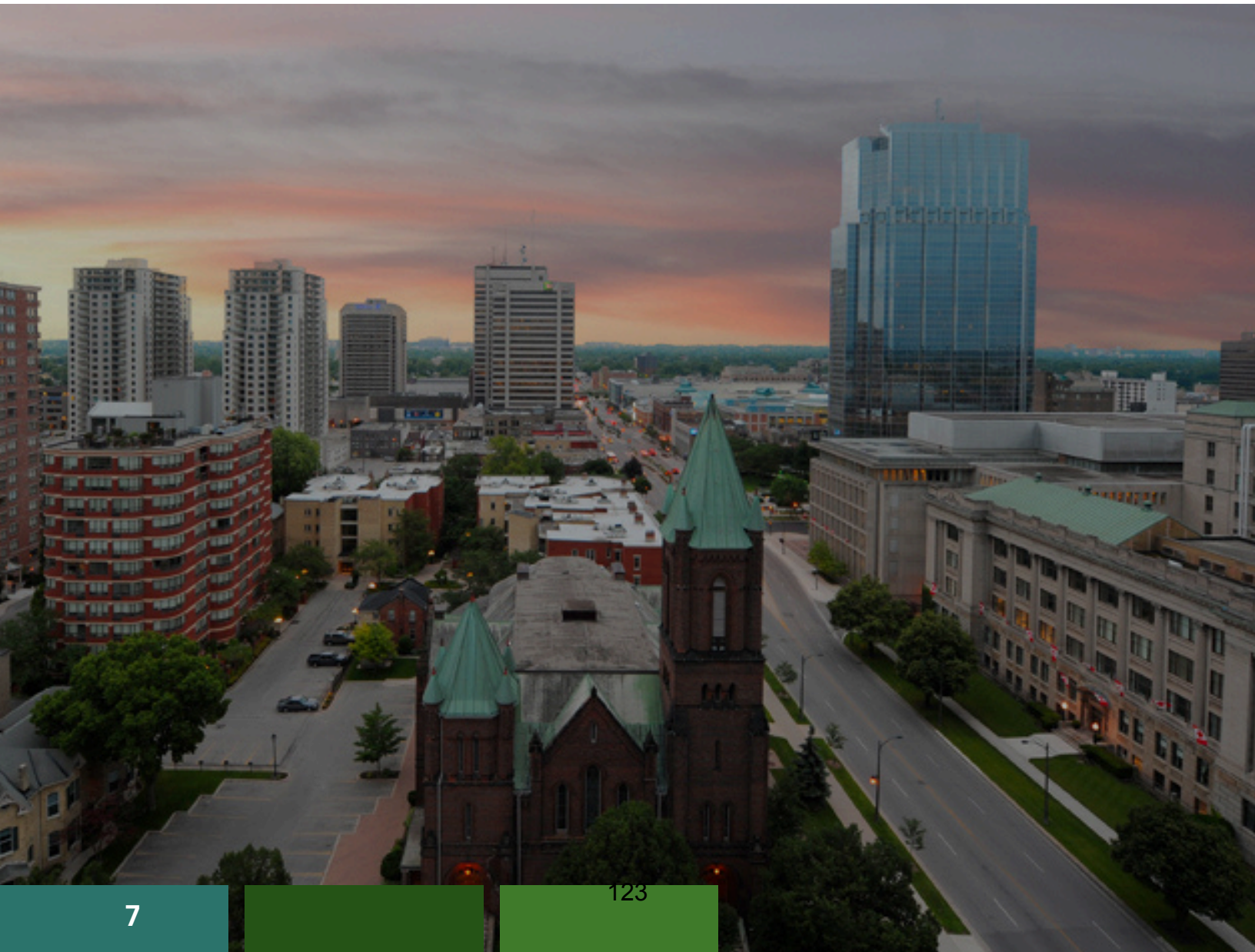
2.2. The OTR-CFIP Deliverables

The City of London Office-to-Residential Conversion Financial Incentive Program(s) (called The OTR-CFIP Request for Proposal) identifies 11 key deliverables outlined in **Appendix 1**. Urban Insights Inc., in collaboration with Durrell Communications and Gillam, have been retained to carry out consulting services to develop OTR-CFIP. The project team has prepared nine reports as part of the required deliverables (Deliverables A-K). This Comprehensive Report provides a complete summary and analysis of Deliverables C-K.

2.3 The OTR-CFIP Purpose

The purpose of the OTR-CFIP is to help accelerate the provision of new housing units in London by the conversion of vacant Class B and Class C office space in London's Core Areas. The expected outcomes of the OTR-CFIP include:

- Reducing the amount of vacant office in London's Core Areas as set out in the Core Area Vacancy Reduction Strategy.
- Helping to increase the overall assessed property value of the Core Area;
- Rebalancing the Core Area's land uses and economic functions; and,
- Assisting in meeting the Housing Accelerator Fund target of 2,187 additional units over three years.



3. RECOMMENDATIONS

3.0 RECOMMENDATIONS

The City of London adopts the following recommendations provided in this Comprehensive Report for the Office-To-Residential (OTR) Conversion Financial Incentive Program(s) (OTR-CFIP):

- Update the Downtown CIP to support three new programs: Feasibility Grant Program; Construction Conversion Grant Program; and Application Fee Waivers.

- Waive application fees as outlined in this report.

- Amend the Parkland-Cash-In-Lieu Bylaw to exempt parkland dedication fees for any OTR-CFIP approved project.

- Monitor the Downtown OTR-CFIP on an annual basis and provide a report back to Municipal Council with updates and recommendations.

- Receive the London OTR-CFIP Brochure for information and implement the Communications Plan as presented in **Appendix 2**.

- Use the Conversion Report (as attached in **Appendix 3**) as the primary evaluation system to evaluate and recommend OTR-CFIP conversion projects to the satisfaction of the Project Review Team.

4. DISCUSSION AND EVALUATION

4.0 DISCUSSION AND EVALUATION

4.1 Conversion Program Overview

The proposed OTR-CFIP was prepared to facilitate the conversion of vacant or under utilized Class B and C offices into residential units. This goal is a founding principle of the 1989 Official Plan which has been extended into and expanded in The London Plan.

The proposed OTR-CFIP is based on an incentive package that provides a direct cash grant to facilitate the conversion of vacant offices. The OTR-CFIP will include a series of other supporting programs that provide funding fee waivers and technical studies to facilitate OTR conversions that meet specific criteria. These financial programs are supported by The London Plan and the Downtown CIP goals and policies.

The London Plan supports the rehabilitation, redevelopment and reinvestment of the downtown, particularly for projects located on transit routes and near services. The London Plan establishes criteria for incentives which the OTR-CFIP meet. Through a strategic use of financial incentives, the primary goal is to convert vacant and under utilized office space into residential units. This will add vibrancy, consumer spending and transit ridership to the downtown.

Based on the known Class B and C inventory, and current office-to-residential best practices, there is potential for an estimated 8-12 office building conversions in the downtown based on a 20% potential conversion ratio. Given existing lease rates and property status, we assume that 50% of this supply could be available for short-term conversion. These assumptions result in a target of 4-6 office building conversions that would add an estimated 228 to 343 new units and 383 to 576 new residents to the downtown. This target, based on an average of 1.68 people per unit count, would reduce the current office vacancy rate by an estimated 160,000 – 240,000 square feet. Many of the sites have limited, and in some cases no parking.

From a planning perspective, the proposed London OTR-CFIP conform to The London Plan, is enabled by the 1996 Downtown CIP and operates within Section 28 of the Ontario *Planning Act*. Downtown London is at a tipping point; the ability to convert one single building will send a positive signal that the market can support OTR conversions in the downtown.

From a market perspective, 89% of the Core Area office inventory is in the Downtown which is the primary office market, containing 64% of all vacant Class B and C buildings. From a financial perspective, it makes sense to concentrate The London OTR-CFIP in the Downtown where the 1996 Downtown CIP can best accommodate new incentives.

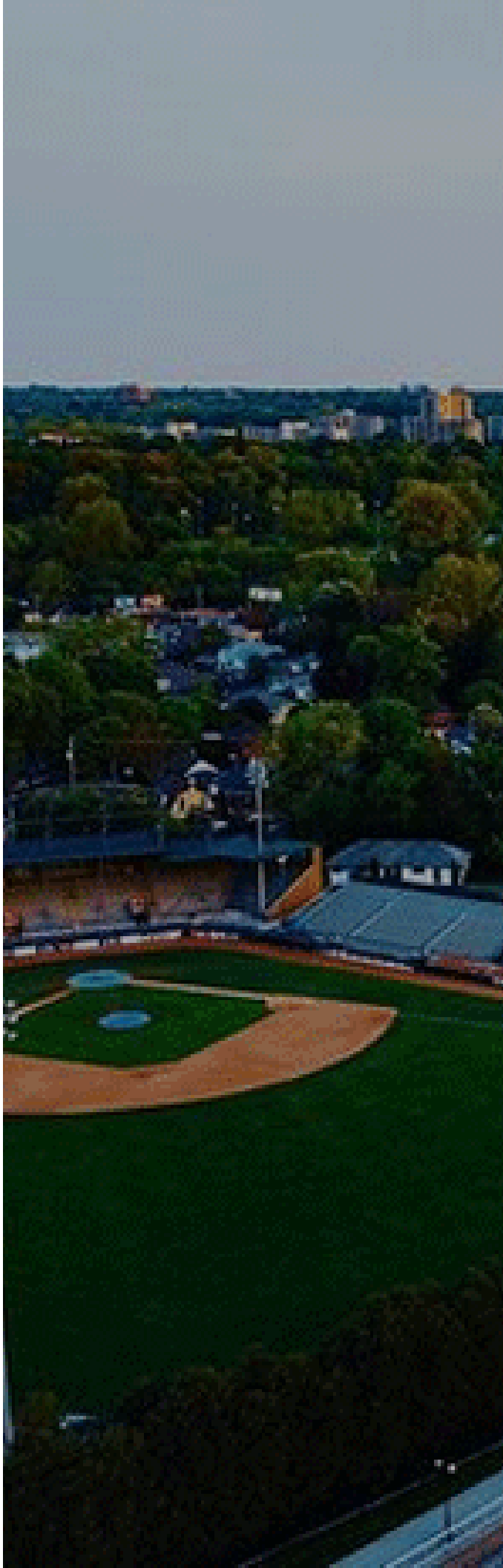
From an implementation perspective, The London OTR-CFIP has the potential to kick-start the market with 4-6 new projects which would have a significant impact on reversing the current trends in the downtown core.

Greater information on the financial tools is provided in the background material related to the Feasibility Study Grant Program Position Report.

The proposed London OTR-CFIP are supported in the Downtown. These programs should remain focused on the Downtown with a monitoring program in place to consider expanding this program pending future opportunities.

4.2. The Grant Program

The OTR-CFIP has been prepared to address a series of goals subject to a defined funding source. A review of the grant program goals, funding allocation and feasibility grant principles are discussed below.



4.2.1. Office-to-Residential Program Goals

The primary goal of the London OTR-CFIP is to determine if the grant programs can effectively stimulate the conversion of vacant/ underused office spaces into viable residential units, thereby aiding in urban renewal and increasing housing supply.

To achieve this goal, the London OTR-CFIP has been organized into three distinct programs starting with the Feasibility Study Grant Program, followed by the Construction Conversion Grant Program and an Application Fee Exemption Program outlined below in Table 1 with program purpose and goals identified.

Table 1: Recommended OTR-CFIP with Program Purpose and Goals

A.	**Feasibility Study Grant Program.** A grant to fund the cost of technical studies and reduce the risk associated with assessing the viability of converting office spaces into residential units. This three-step grant program's goal is to advance the most viable projects through an evidence-based criteria system and to reduce risk to the property owner and to the City.
B.	**Construction Conversion Grant Program.** Providing a grant to reduce the cost of construction (initial investment burden) to convert vacant office space into residential units.
C.	**Application Fee Exemption Program.** Providing a fee exemption for all planning, building permit and associated fees (e.g. parkland cash-in-lieu) to facilitate the London OTR-CFIP application process through a low-cost entry for property owners and adding to project viability.

In terms of direct impacts, The London OTR-CFIP Program(s) have the potential to deliver the following targets:

- **Vacancy** - The London OTR-CFIP has the potential to reduce the office vacancy by a projected 160,000 - 240,000 square feet through the conversion of 4-6 office buildings. An average unit size of 700 square feet is assigned for a typical residential unit.
- **Residential Units -** The London OTR-CFIP Program(s) have the potential to add 228-343 new residential units to the downtown that would reverse an upward trend in rising office vacancies depending on uptake and project size. This housing potential

translates to an increase in the downtown population of 383-576 additional residents. The population density is based on 1.68 person per unit as set out in the Development Charges Background Study and could introduce significant activity in the downtown.

- **Assessed Value** - Over time, the London OTR-CFIP have the potential to increase the downtown assessed property value by adding a forecasted (estimated) value range based on a low and high range potential:
  - $50.4M - $90M
    - 160,000 sq.ft. x $315-375 per sq.ft. (low range)
    - 240,000 sq.ft. x $315-375 per sq.ft. (high range)

- **Housing Accelerator Fund (HAF)** - The London OTR-CFIP will assist in achieving the HAF target by adding 228-343 net new (permanent) residential units, equating to over 10% of the HAF target. The housing unit target is proportionate to the HAF investment proposed for the OTR-CFIP.

- **Return-on-Investment (ROI) -** A $10M fund has the potential to generate $50.4M-$90M in new construction which translates to a 5.0 X to 9.0 X ROI. The ROI is based on an average $350 per sq.ft. construction cost assumption which generates an 8.4 X potential ROI.

- **A Renovation Advantage** - On average, a conversion project costs approximately 30% less than a new build project which is estimated to cost $425-475 per sq.ft. This costing assumption falls in line with current construction practices, the Gensler studies (refer to **Appendix 8**) and, based on Gillam's construction experience (refer to **Appendix 6**). The purpose of the OTR-CFIP is to reduce risk for OTR projects and to make them more attractive for investment.

In addition to the direct OTR-CFIP goals(s), the following principles apply to the three-tiered grant programs outlined below:

- **Best Practices.** The London OTR-CFIP was prepared based on a careful evaluation of best practices, industry engagement, and financial modeling which are in alignment with the Gensler OTR findings. In reviewing the London market, a Scorecard has been prepared by the Project Team for the City of London OTR-CFIP for a "Made In London" solution.

- **Risk Management.** The proposed financial incentive structure (feasibility study grants in coordination with the construction conversion grant and application fee exemptions) mitigates financial risks by reducing the initial investment burden and covering costs to property owners associated with evaluating project viability prior to construction activity.

- **Fairness.** Fairness will be ensured by administering the London OTR-CFIP on a first-come, first-served basis, contingent on available funding. The funding will be assigned to projects within the three-year program duration. Program Fairness is enhanced by having a third-party pre-assessment Scorecard system as part of the application process.

- **Status Quo.** Persisting with the current course of action is expected to exacerbate vacancy rates, which will degrade the social and economic fabric of the downtown area. Without proactive intervention, the opportunity to revitalize the Class B and C office markets in the downtown area will be irrevocably lost, leaving these spaces dormant and contributing to urban decay.

4.2.2. Total Funding For the OTR-CFIP

The London OTR-CFIP will have access to a $10,000,000 fund allocated from the $74,058,143 under the Federal Housing Accelerator Fund (HAF). The OTR-CFIP funding represents 13.5% of the HAF funding which is proportional to the units created through the proposed OTR-CFIP (228 units targeted, over 10% of the HAF goal).

If there is any funding that has already been allocated or assigned through the HAF fund, this funding would be reduced from the overall construction grant fund.

The London OTR-CFIP is organized into a three-tier incentive structure based on an 8%-92%-0% financial split between the Feasibility Study Grant Program, Construction Conversion Grant Program and an Application Fee Exemptions Program outlined in Table 2.

In total, the maximum funding for the Feasibility Study Grant Program funding is capped at $800,000. This budget could facilitate 4-20 grant applications to support a potential of 4-6 candidate conversion projects in the downtown. This budget assumes that a greater number of projects will be eligible for Phase 1 study

costs and may not proceed to the Phase 2 study phase. There is potential for surplus funds from the Feasibility Study Grant Program that could be redirected to the Construction Conversion Grant Program. Based on the Feasibility Grant modelling, this leaves $9,200,000.00 for a Construction Grant Program if the Planning Application Fee Exemption Incentive Program is waived rather than self funded.

Table 2: City of London "Tripartite" OTR-CIP Grant Programs

	Program	Funding Allocation	Purpose	Funding Criteria
A.	Feasibility Study Grant Program	$800,000 (8%)	Funding towards a technical feasibility study grant program organized into Three Steps.	Maximum $80,000 per property (phased criteria guided by the Scorecard)
B.	Construction Conversion Grant Program	$9,200,000 (92%)	Funding towards construction and management costs for eligible projects.	Maximum $40,350* per unit (based on 228 unit target)
C.	Application Fee Exemption Program	$0.00 (0%)	A fee exemption to facilitate the OTR program and reduce costs to the project.	Foregone Revenue
Total		$10,000,000 (total)		

**The maximum funding potential is recommended to facilitate at least 228 OTR units.*

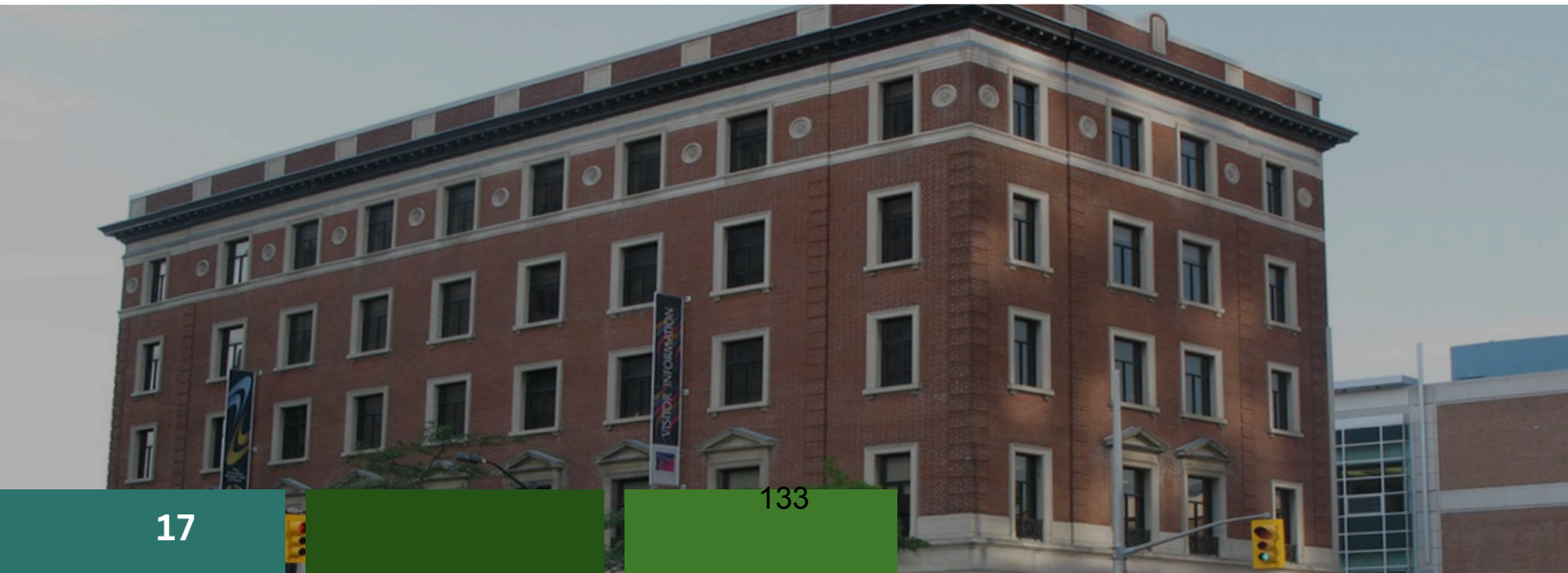
The City of London has two options for the Application Fee Exemption Program:

- **Option 1** (Recommended)**:** Waive application fees as per The OTR-CFIP incentive program. These fees, which include any planning, building permit, and parkland cash-in-lieu fees, represent a relatively minor percentage of the overall application budgets. The OTR-CFIP Programs(s) is anticipated to draw 4-6 applications within the first three years based on the grant funding. This option will have minimal impacts to revenues (as outlined in **Appendix 4**), and will maximize the conversion projects for the HAF housing target.

The proposed application fees involved to support six OTR projects (the high end target) is estimated to cost $374,094 which is equivalent to nine OTR units. In addition to facilitating nine units through City fee waivers, this option also reduces administrative time which takes away to deliver response time to other applications that relate and connect to the Provincial Housing Targets.

A major application fee is the development charge (DC) fee. Based on the City's existing stackable CIP programs, and DC rates, it is assumed that any new development charge will be a net neutral cost because the commercial DC rate is greater than the residential DC rate.

In reviewing the application fee financial impacts, Option 1 is recommended to waive targeted City fees to facilitate and leverage the Study Grant and Construction Grant Programs. The incentive fees have a material impact on project visibility and would also send a positive market signal that the City of London is committed to supporting these conversion projects.



- **Option 2:** The London OTR-CFIP fund repays the application fees to each City division. This option makes the application review process whole; however, it will quickly draw down the construction budget and reduce the impact of the HAF budget allocation. With some built-in assumptions, the following application fees could be generated from 228 net new units as outlined in Table 3:

Table 3: City of London "Tripartite" OTR CIP Grant Programs

Fees	Applications	Fee	Amount (estimated)
Minor Variance	6	$1,782	$10,692
Site Plan	6	$1,485 + 74 per unit	$25,782 ($8,910+$16,872)
Parkland	228 units	1,250*	$285,000
Building Permit	6 (160,000 sq.ft.)	$3.54 sm	$52,620 (160,000 sf = 14,864.5 sm)
Total	6	varies	±$374,094
			Equivalent to 9.3 units

**It is assumed the density will range between 75-150 uph for parkland fee calculation.*

4.2.3 Feasibility Study Grant Value

A $80,000 Feasibility Study Grant is recommended per property (one-time). This grant provides generous funding to complete specific technical studies to facilitate a building conversion. The Feasibility Grant Program incorporates a maximum cap to ensure funding remains available to support 4-20 grant study applications. In some cases, there may be examples of additional study work and more expensive studies. If this occurs, it will be the applicant's responsibility to cover these costs beyond the $80,000 per property grant if they wish to proceed. The funding for this grant was developed based on the following cost estimates identified in Table 4:

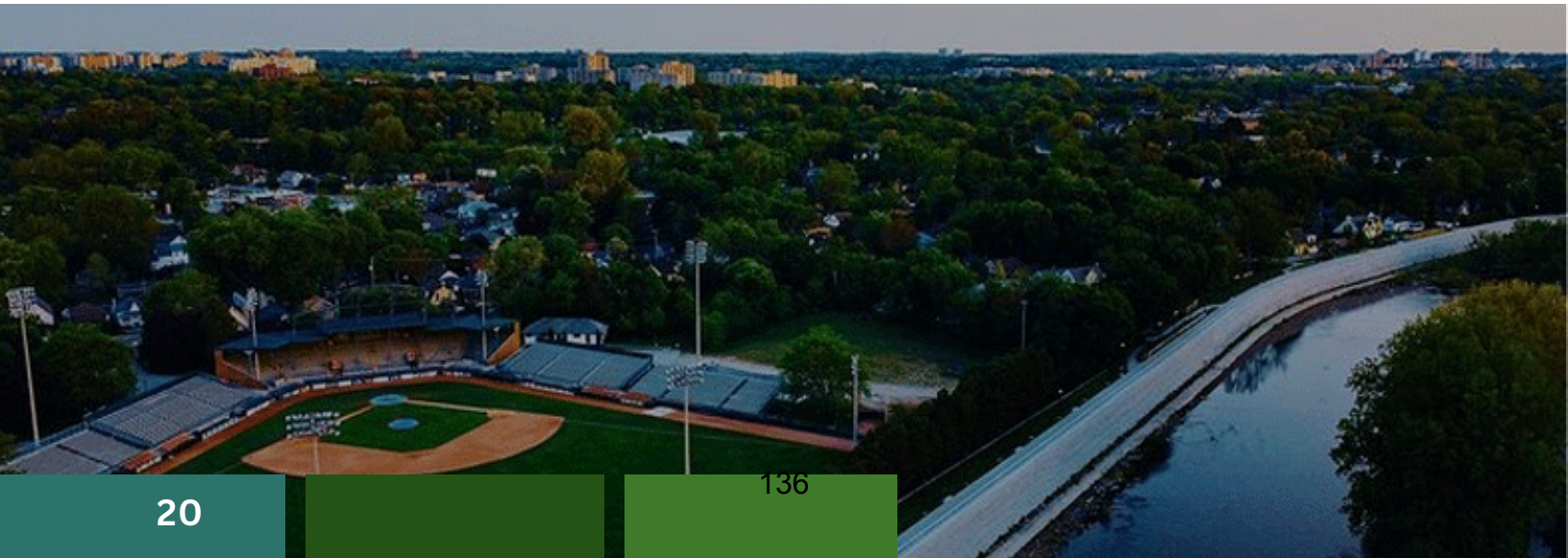
Table 4: Feasibility Study Grant Program Cost Estimates

Step	Phase	Study	Target
1	Scorecard	To identify general building conditions and candidacy based on a Three-Star Scorecard.	$3,000
2	Phase 1 Studies	A second step to assess key building issues for conversion. If there are major issues, the project may not be viable to move to the next step.	
		Conceptual Floor Plan	$1,500
		Hazardous Materials	$10,000
		Geotechnical	$10,000
3	Phase 2 Studies	A more detailed assessment of key building functions and features that will impact project viability and success.	
		Structural Assessment	$15,000
		Mechanical and Electrical	$15,000

Step	Phase	Study	Target
3	Phase 2 Studies	Fire Life Safety	$5,000
		Envelope and Energy	$12,000
		Elevators, Lifts and Escalators	$5,000
	Maximum Cap		±$80,000

The Feasibility Study Grant is a three-step process with eligible funding for defined studies up to a maximum of $80,000 per property described at a high level below:

- The first step is the Scorecard performed by a third-party consultant. A set $3,000 fee is assigned for this study requirement. The Scorecard Report will indicate the conversion potential and project viability.
- The second step is the Phase 1 Feasibility Study Assessment involving a floor plan, hazardous materials assessment and geotechnical study. If these studies indicate the building is viable, funding will be available for the third step.
- The third step is the Phase 2 Feasibility Study Assessment involving a structural assessment, mechanical & electrical, fire life safety, envelope and energy, and elevators, lifts and escalators.



4.2.4. Air Quality Program Potential

A key project deliverable involves an analysis supporting a recommendation for or against a financial incentive program to support improving air quality when converting Class B and C office space into residential units. In review, the cost to improve air quality does not fit well within the larger conversion grant program and proposed budget. It is the Project Team's opinion that having separate line item for Air Quality would make the conversion program more complex and will reduce the overall effectiveness of the conversion grant program that will have different investment needs on each project.

The Project Team has developed a Scorecard that will identify the overall condition of the building, and direct the investment priorities as a candidate conversion project. Additional detailed feasibility studies will be involved and required through the pre-construction assessment study process. The primary goal is to facilitate the building conversion and specific upgrades will be identified and required such as window replacement, HVAC replacement and other envelope and mechanical upgrades or replacements. The conversion process will look after short and mid-term air quality performance.

It is the Project Team's opinion that improving Air Quality will be addressed through the Construction Conversion Grant Program. A general grant is best served to allocate the necessary funding required to convert a Class B and C office building into new residential units. Gillam has provided an opinion on considering a separate Air Quality Program provided in **Appendix 7**. A separate Air Quality Incentive program is not recommended.

5. THE OTR GRANT PROCESS

5.0 FEASIBILITY STUDY GRANT PROCESS

The OTR-CFIP is recommended to provide three grant programs including:

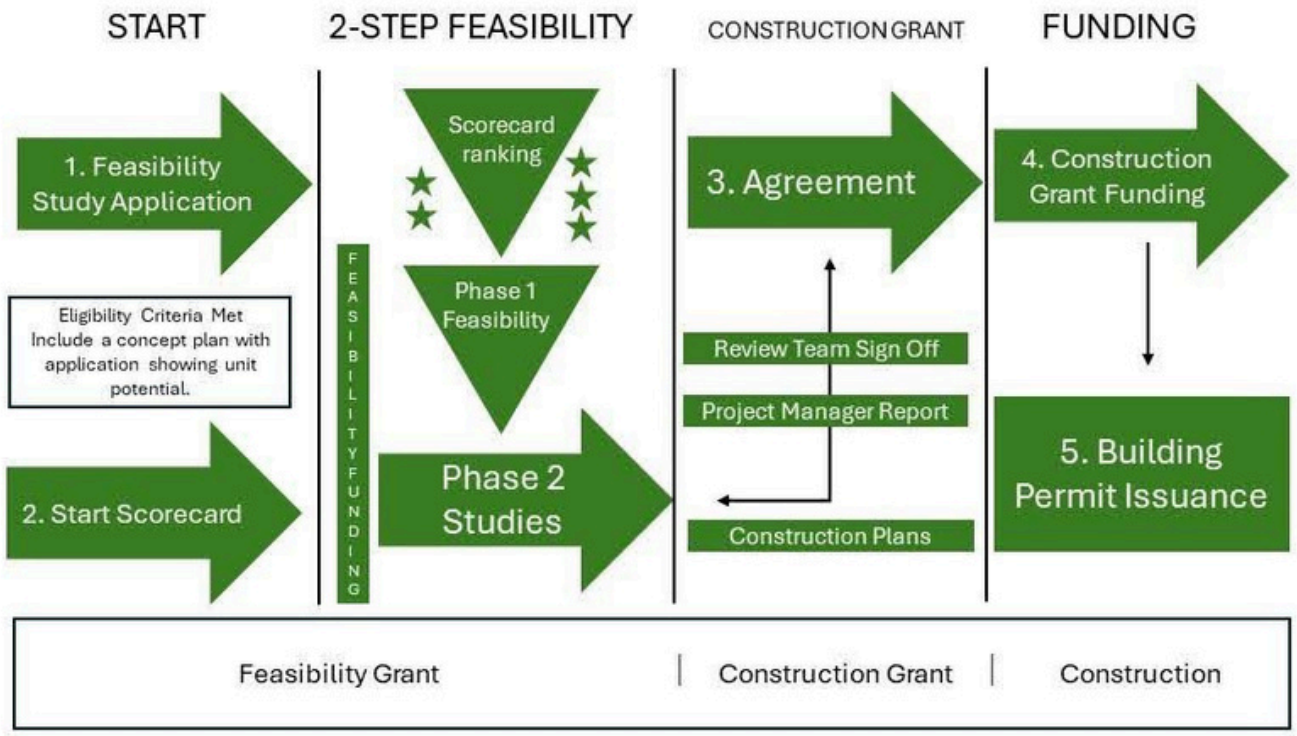
- Feasibility Grant Program
- Construction Conversion Grant Program
- Application Fee Exemption Program

The OTR-CIP process, evaluation criteria, program restrictions, funding principles, program monitoring, and program expansion are described below.

5.1 The OTR-CFIP Process

The proposed application process is a five-step process illustrated in Figure 1 and described below.

Figure 1: OTR-CFIP Application Process



Step 1. Application. The first step in the OTR-CFIP process is the applicant preparing and to complete a Feasibility Grant Application to request funding for a Class B or C office building conversion into residential units based on an approved application form and eligibility criteria. A basic concept plan is required to identify the potential units (conceptual). Timing: anticipate 1-2 week turnaround.

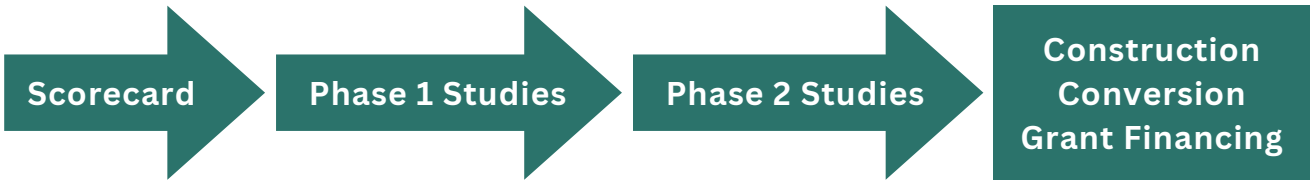
Step 2. Scorecard. The City will receive the Feasibility Study Grant Program Application and schedule a Scorecard meeting with a third-party consultant to conduct a site visit and complete a Scorecard evaluation form. This process will identify the conversion potential with a 1, 2 or 3 Star rating. The Applicant and the City will receive this information for next steps. For projects with a 3-star rating, they can proceed with the full technical study requirements rather than a two-step feasibility study process and move more directly to the Construction Grant Application

Timing: anticipate 1-2 week turnaround

Step 3. Feasibility Studies.

If the building has viability, a two-step feasibility study analysis will start to be funded by the City through the Feasibility Grant program if the project has a 1, or preferably, a 2 Star rating. The first three studies of the Phase 1 Feasibility include: 1) a detailed floor plan drawing; 2) a structural report; 3) a Hazardous Study completed by a QP. The Applicant will forward these studies to the City for review and direction. If these studies identify viability, a Phase 2 Feasibility Study Grant will be issued for the remaining technical studies.

Technical studies are required for several reasons, including bank financing (project funding and viability) and due diligence for building permit issuance. Gillam has identified these studies, in consultation with other industry experts, and has prepared a Scorecard Report and a PreAssessment Feasibility Study Report. The Scorecard and Feasibility Study Reports have been consolidated in “The City of London – OTR Conversion Report” provided in **Appendix 3**. This Report forms part of the formal London OTR-CFIP Application Process.



Timing: anticipate 6-8 week turnaround for each Phase.

Step 4. Review, Approval and Agreement. The studies will be emailed to the Program Manager, with, a Construction Grant Application prepared by the applicant. This Application will confirm the studies completed, and, add additional information including an estimated construction cost for the building conversion.
The Program Manager will review the application, and provide a recommendation to the Review Team for final decision. The review team is recommended to include:

1. Economic Services and Supports
2. Building Division
3. Finance Supports The Review Team will provide the final recommendation to proceed with a Construction Conversion Grant Agreement to provide funding based on the application information with oversight and issuance provided by the Manager of Core Area & Urban Regeneration.

Timing: anticipate 1-2 week turnaround.

Step 5. Building Permit. Once an Agreement is finalized and signed, the Applicant can proceed with the building permit application while the funding is being processed.
Timing: anticipate 3-4 week turnaround.

5.2. Evaluation Criteria

The evaluation criteria are to include:

- Must be located within the Downtown CIP Boundary.
- A Class B or C office building.
- A 2 or 3 star scorecard rating recommended.
- Meets applicable law (Ontario Building Code, zoning bylaw regulations).
- Property taxes paid.
- Applications and studies prepared by a Qualified Professional.
- Applications subject to funding availability.

5.3. Exclusions and Restrictions

The following exclusions and restrictions are proposed, and in some cases, required:

- Funding. Program is subject to available funding.
- Building. Must be a Class B or C Office Building.
- Location. Must be located within the Downtown CIP Boundary.
- Permits. Subject to Applicable Law (eg. Ontario Building Code).
- Heritage. If designated, construction materials may be subject to Heritage Study requirements.

- Demolition. At least 50% of the total building facades must be retained.
- Feasibility studies. Feasibility Study costs are not retroactive – must be submitted following an Application save with an exception for conversion projects which have received HAF funding.
- Consultants. All consultants must be a qualified professional (a QP).
- Contractors. Must be a licensed and/or, bonded contractor.

5.4 Funding Principles

Based on the OTR project goals, targets, and assumptions, it is recommended that 8% of the total HAF budget be allocated to the Feasibility Study Grant Program, 92% of the project budget allocated to the Construction Conversion Grant Program, and, 0% be directed to the Application Exemption Fees program. These funding principles will determine the available funding for each program. If the ratios are amended, there will be a direct and proportionate change to the studies funding and units created (yield).

A simple funding formulae is recommended for the Feasibility Study Grant Program with total program funding capped to a maximum $800,000. The funding formulate for the Construction Conversion Grant Program is more complex, and, is based on the following assumptions:

- Target number of units: 228
- Per unit funding recommendation: $40,350.80 per unit

The Project Team has identified a target range of 228-343 units for the programs. The lower target range is recommended to maximize the per unit funding allocation and for optimum contribution established through the pro forma analysis. If the residential unit target is increased to 343 units, this would generate $26,822 per unit which is considered a non-viable incentive. The market viability of the OTR conversions have been evaluated though a series of proformas, industry consultation and through the Urban Insights-Gillam team.

Funding to support the entire grant program has been developed based on the following principles:

- Fairness. The OTR-CFIP will be administered on a first-come first-serve basis based on available funding. The goal is to have the funding assigned to projects within the three-year program duration. The program includes a third-party preassessment score card system as part of the application process.

- Status Quo. Persisting with the current course of action is expected to exacerbate vacancy rates, which will degrade the social and economic fabric of the downtown area. Without proactive intervention, the opportunity to revitalize the Class B and C office markets in the downtown area will be irrevocably lost, leaving these spaces dormant and contributing to urban decay.

5.5 Application Exemption Fees

Application fees form part of the project pro forma and impact project viability. Like any incentive program, there is a financial cost involved to attract a specific type of investment. In London, the following fees are associated with the Application Fee Program identified in Table 6:

Table 6: Current Application Fees (2024)

Fee	Cost	Note
Pre-Consultation (Refunded)	$348	Fee refunded. No change.
Official Plan and Zoning Bylaw	$24,276.00	Use likely permitted
Zoning Bylaw Amendment	$13,872.00	Use likely permitted
Minor Variance (lot/yard requirement)	$1,782.00	Possible (unit size relief)
Site Plan: 1-5 units	$1,485.00	Likely exempt
Site Plan: over 5 units	$1,485 plus $74 per unit	Assume 40 unit average
Parkland Cash-In-Lieu Fee:		
Less than 75 units per ha	$2,200	
75-150 units per ha	$1,250	
>150 units per ha	$1,150	
Building Permit Fee	$3.54 sq.m. (Group C Dwelling Units)	

Source: https://london.ca/by-laws/parkland-dedication-law-cp-25
https://london.ca/sites/default/files/2023-12/2024%20Development%20Application%20Fees.pdf
https://london.ca/living-london/building-renovating/building-permits

Based on the Fee's by-law, and historical development activity trends, there is a relatively modest cost related to incenting any development in the downtown.

A summary of development activity indicates, there has been limited development activity in the downtown reflected in Table 7:

Table 7: Downtown Development Activity (2021-2023)

Application	Downtown	City Wide	% of city activity
Residential Permits	1	1,435	<1%
Units Issued	266	8,271	3.2%
Permit Value	$42M	$2.57B	1.63%
OPA-ZBAs	2	180	1.1%
Site Plans	7	359	1.9%

In review, the downtown represents <1 to 3.2% of development activity in the city. Development activity is limited in the downtown, and the London OTR-CFIP is forecasted to generate 4-6 permits.

in the downtown. Based on this analysis, the financial costs are outlined in Table 8 for information based on a median target of 40 units per application:

Table 8: Application Grant Implications (4-6 applications / 228 units / 160,000 square feet)

Fees	Applications	Fee	Amount (estimated)
Minor Variance	6	$1,782	$10,692
Site Plan	6	$1,485 + 74 per unit	$25,782 ($8,910+$16,872)
Parkland	228 units	1,250*	$285,000
Building Permit	6 (160,000 sq.ft.)	$3.54 sm	$52,620(160,000 sf = 14,864.5 sm)
Total	6	varies	±$374,094
			Equivalent to 9.3 units

Note 1: The Ontario Planning Act was amended to exclude 10 units or less from site plan control.

Note 2: For site plan control, apply $1,485 per application plus $74 per unit. As previously noted, the OTR-CFIP was developed on the assumption that there will be no net new development charge fees applied to a conversion project.

The OTR-CFIP is anticipated to draw 4-6 applications within the first three years based on the grant funding. The fees associated to facilitate 228 units are estimated to cost up to $375,000 shown in Table 9.

Table 9: Application Grant Implications (228 units / 160,000 square feet)

Fees	Applications	Fee	Amount (estimated)
Minor Variance	6	$1,782	$10,692
Site Plan	6	$1,485 + 74 per unit	$25,782 ($8,910+$16,872)
Parkland	228 units	1,250*	$285,000
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Total	6	varies	±$374,094
			Equivalent to 9.3 units

**It is assumed the density will range between 75-150 uph for parkland fee calculation.*

As a major fee, a parkland cash-in-lieu fee incentive should be included as part of the London OTR-CFIP. Parkland cash-in-lieu is an expensive fee that could apply to an OTR conversion and has a direct impact on project viability. A "parkland cash-in-lieu fee," also known as a "cash-in-lieu of parkland dedication fee," is a charge levied by municipalities on developers during the building and permitting process. This fee is an alternative to the requirement that developers set aside a portion of their development land for public parks and recreational spaces. The idea behind this fee is to enable the municipality to fund the acquisition, development, or enhancement of public park facilities elsewhere within the community. In most cases, the cost of parkland cash-in-lieu fees is a major fee collected at building

permit issuance stage. This fee represents a barrier to entry for an OTR project, and, should be exempt.

Given the niche focus of the London OTR-CFIP, a low entry barrier is required to leverage, and attract, this type of development activity. For this reason, and given the median size of development (40 units per project), all of the application fees should be waived by The City as a Made In London, “all hands on deck” strategy based on the following rationale:

1. To stimulate economic development. Offering exemptions from fees can make a project financially more attractive to developers. By reducing the overall cost of development, cities might stimulate investment and accelerate the conversion of under utilized office spaces into residential units. This can contribute to revitalizing downtown areas, especially in cities where there is an excess of office space due to shifts in working patterns, like increased remote work. Fee exemptions will elevate the City of London as a competitive community to invest in.

2. To encourage housing supply. Many urban centers face housing shortages, which can drive up rent and real estate prices, making living in city centers unaffordable for many people. By exempting parkland fees, municipalities can lower the barriers to entry for residential developments, potentially leading to an increase in the housing supply, which might help stabilize or reduce housing costs.

3. To revitalize underused properties. Downtown areas with vacant or underused office buildings can suffer from economic stagnation and reduced vitality. Encouraging the conversion of these spaces into residential units can bring more permanent residents to the area, supporting local businesses and services, and contributing to a more vibrant urban environment.

4. To support urban renewal and density. Urban density is often seen as a key component of sustainable urban development. By converting office buildings to residential use and exempting these projects from additional fees, cities can support a more compact and efficient urban form. This density supports public transit, reduces per capita infrastructure costs, and can lead to more sustainable urban living.

5. To address equity concerns. Exemptions might be particularly justified in cases where developments include affordable or mixed-income housing. In such instances, exempting the parkland fees can help offset the costs associated with providing affordable

a units, thereby supporting broader social equity goals.

6. To leverage existing infrastructure. Office buildings in downtown areas are often located in parts of the city with well-developed infrastructure, including roads, utilities, and public transit. Encouraging residential use of these spaces can be more cost-effective for cities than developing new residential areas, which might require significant new investments in infrastructure.

7. To provide a quick response to market changes. Offering incentives like fee exemptions can be a responsive tool for municipalities to quickly adapt to market changes, such as the increased vacancy rates in office buildings due to changes in work habits post-pandemic. This adaptability can help maintain the economic resilience of urban centers.

As an alternative, persisting with the current course of action is expected to exacerbate vacancy rates, which will degrade the social and economic fabric of the downtown area. Without proactive intervention, the opportunity to revitalize the Class B and C office markets in the downtown area will be irrevocably lost, leaving these spaces dormant and contributing to urban decay.

5.6 Monitoring and Review

The grant programs will be monitored and reviewed by city staff administered by a designated Project Manager. It will be the Project Manager's responsibility to keep an organized data table of each application metrics in an Excel table. This will allow for efficient annual updates based on the program launch date. Each year, a project monitoring report will be prepared which can be presented to the Planning and Environment Committee if deemed appropriate.

5.7 Program Expansion

Based on the City of London's office vacancy rates which are concentrated in the Downtown, and with some potential in the other Core Areas (Old East Village and Midtown), there is an opportunity to expand the London OTR-CFIP further outside the existing Downtown as a second tier zone to capture other vacant office buildings based on the following rationale:

1. Expanding the Core Areas. The Core Areas (outside the Downtown) have the largest supply of known Class B and C Office Buildings. Downtown has 11 other office buildings (four Class A, six Class B and two Class C) located outside the defined boundary; a boundary

expansion could increase the number of buildings eligible for the OTR-CFIP. A maximum 500 m buffer around the existing CIP Core Areas would capture additional buildings while still maintaining the intent of the Official Plan policies (e.g., Downtown revitalization and promote transit supportive development);

2. Process. The Core Areas require a formal amendment to introduce the proposed London OTR-CFIP – expanding this program to the Core Areas could include a boundary adjustment to include a larger geographic area capturing additional office buildings.

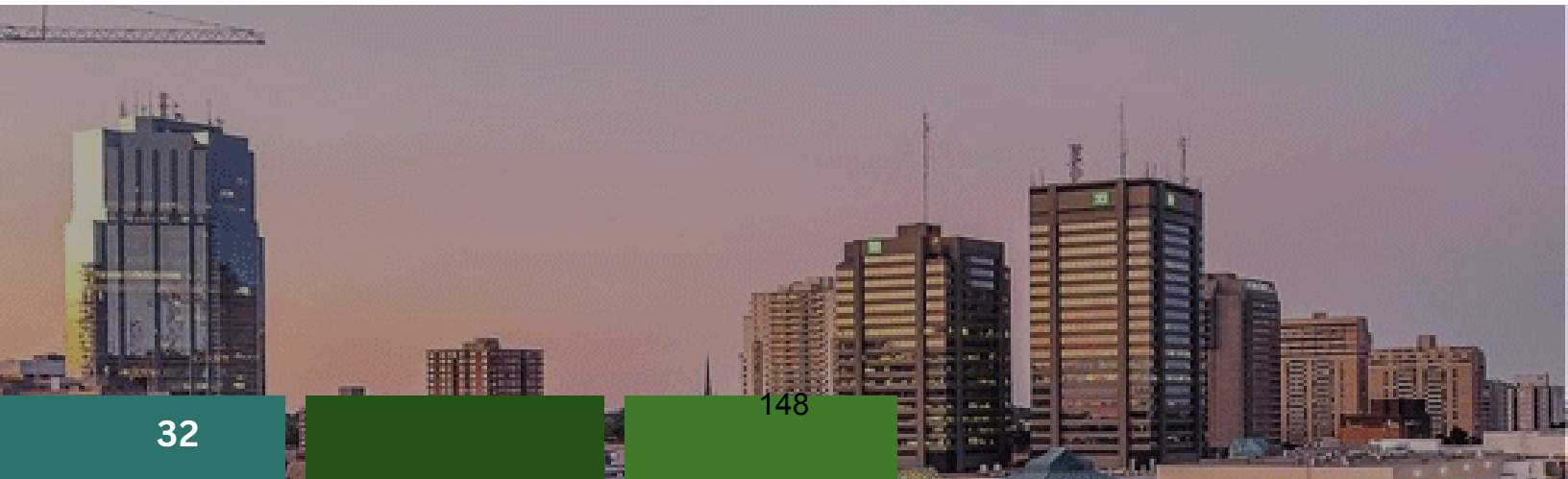
3. Timing. The London OTR-CFIP has funding between 2025 to 2027 (3 years). To maximize any opportunity to deploy this funding, an update to the London OTR-CFIP should occur 1 year after the program launch.

4. Demand. Based on the Project Team engagements, there was one property owner who expressed an OTR conversion just outside the Downtown Core Area boundary.

This engagement demonstrates that there is demand outside the current boundaries and there could be an opportunity to expand the program pending demand uptake and funding availability.

Compared to the urban submarket, the City of London has a lower office vacancy in the suburban markets. To maintain the City's employment function, these office spaces should be maintained for continued job growth opportunities and trends. A more expansive employment strategy is recommended if suburban locations are to be considered.

The Project Team recommends that the Core Area Community Improvement Project Area be reviewed after the first year of The London OTR-CFIP and to expand the boundary by 500 metres if there is market demand pending available funding and market interest illustrated in **Appendix 5**.



6. THE PRO FORMA

6.0 The pro forma (financial feasibility analysis and modelling).

The financial modelling is provided in **Appendix 4**. The financial modelling prepared offers a comprehensive analysis of the economic viability and potential returns of converting office spaces into residential units. This pro forma is required for assessing the financial feasibility of the projects under the program and ensuring that the investments align with the broader economic and development goals of the City of London.

Key Variables of the pro forma include:

- Construction costs. A primary variable in the pro forma is the estimated construction cost per square foot, which is set at $315 to $375. These figures are crucial as they directly influence the overall project budget and the financial incentives needed to ensure viability.

- Loan-to-value-ratio. The pro forma assumes an LTV ratio, typically around 65%, which affects the amount of debt financing that developers can secure for the projects.

- Interest rates and loan terms. Assumptions about the interest rates (around 7.5%) and loan terms (commonly 12 months for construction loans) are made to calculate financing costs, which impact the project's total financial outlay and feasibility.

- Grant amounts. The pro forma incorporates the impact of the proposed $40,350 per unit grant from the OTR-CFIP, assessing how this financial assistance affects the project's economic returns and lowers the investment risk.

- Vacancy rates. Assumptions about vacancy rates post-conversion are used to estimate potential rental income, which is vital for determining the project's revenue streams and overall financial health.

The key findings from the pro forma include:

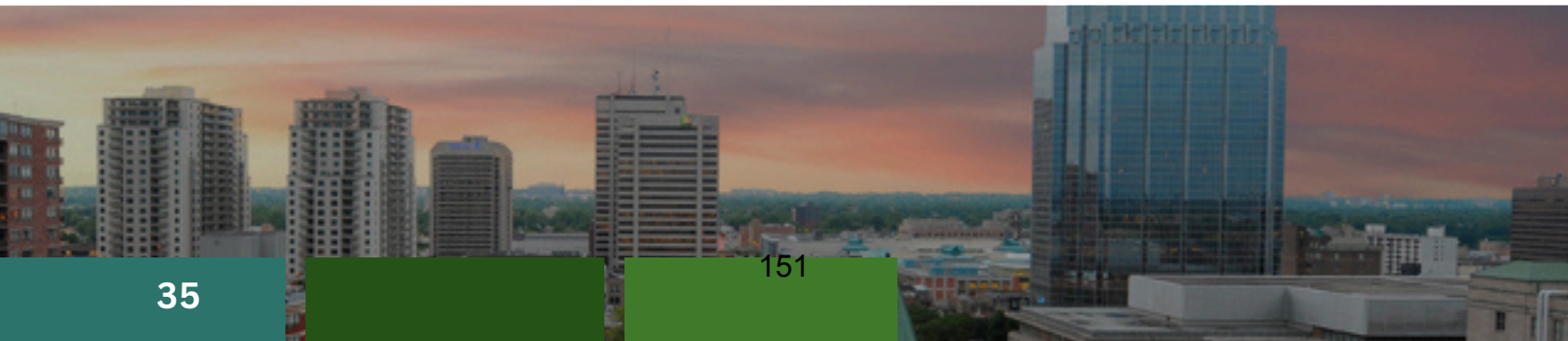
- Viability assessment. The pro forma analysis reveals that the financial incentives provided by the OTR-CFIP are critical in making many potential projects financially viable. Without these grants, the high costs of conversion might deter developers due to the slim profit margins.

- Return on Investment (ROI). The expected ROI, based on the construction value generated by

- these projects, are projected to be significant, ranging from 5.6 x to 8.4x. This high return is indicative of the substantial economic impact these conversions could have, far outweighing the initial public investment.
- Cost Savings. With the grant, developers can see a reduction in overall project costs by approximately 14.3% to 17%, making projects more attractive and financially feasible. This reduction is critical in a market where lower construction costs are necessary to ensure project initiation and completion.
- Economic Impact. Beyond direct financial returns, the pro forma suggests substantial broader economic benefits, including increased property values, enhanced tax revenues, and job creation during construction. These factors contribute to the revitalization of the downtown area and support sustainable urban development.
- Risk Mitigation. The financial modeling incorporates various risk factors, including market volatility and potential cost overruns. The strategic use of grants and structured financial planning within the pro forma helps mitigate these risks, ensuring that the program can adjust to changing economic conditions without compromising its objectives.

In conclusion, the pro forma analysis provides a robust framework for understanding the economic underpinnings of the London OTR-CFIP. By carefully analyzing construction costs, financing details, and the impact of municipal grants, the pro forma offers a compelling case for the financial viability and substantial economic benefits of converting under utilized office spaces into residential units. This analysis is instrumental in guiding the City of London's decisions and strategies for downtown revitalization through the OTR-CFIP.

An important pro forma variable is the average or expected construction cost. Research shows that (on average), construction cost for an office conversion is about 70% cost of a new residential build. This assumption has been confirmed by Gillam and has provided an opinion on construction cost assumptions provided in Appendix 6.



7. ENGAGEMENT

7.0 ENGAGEMENT

The consultation and engagement process for the London OTR-CFIP has been a comprehensive and inclusive effort, designed to gather insights and feedback from a broad range of interested parties.

Urban Insights Inc., along with collaborators Gillam and Durrell Communications, have spearheaded this initiative, ensuring that the voices of property developers, local business owners, and city officials are heard and integrated into the planning and execution phases of the program. This process has included a series of in-person and virtual meetings, workshops, and public forums that have provided platforms for discussion and exchange of ideas.

Additionally, targeted interviews with industry experts and interested parties have been conducted to refine the program's objectives and strategies, ensuring they align with the real needs and opportunities within the downtown core.

This proactive engagement strategy has facilitated a deeper understanding of the challenges and potential of converting office spaces into residential units but has also fostered a sense of purpose and buy-in essential for the program's success.

Feedback gathered through these consultations has been crucial in shaping the financial incentive structures, with particular attention given to making the application and implementation processes as user-friendly and transparent as possible. The engagement efforts have underscored the importance of maintaining ongoing dialogue with all parties involved, ensuring that the OTR-CFIP remains responsive to evolving market conditions and community expectations. As the program moves forward, this foundation of robust community engagement will continue to inform and guide the development of strategies to revitalize London's Downtown effectively.

Durrell Communications was charged with the engagement process. In total, Durrell Communications was able to interview 14+ parties. Key findings included:

- Grant-funded technical study to assess the feasibility of conversion.

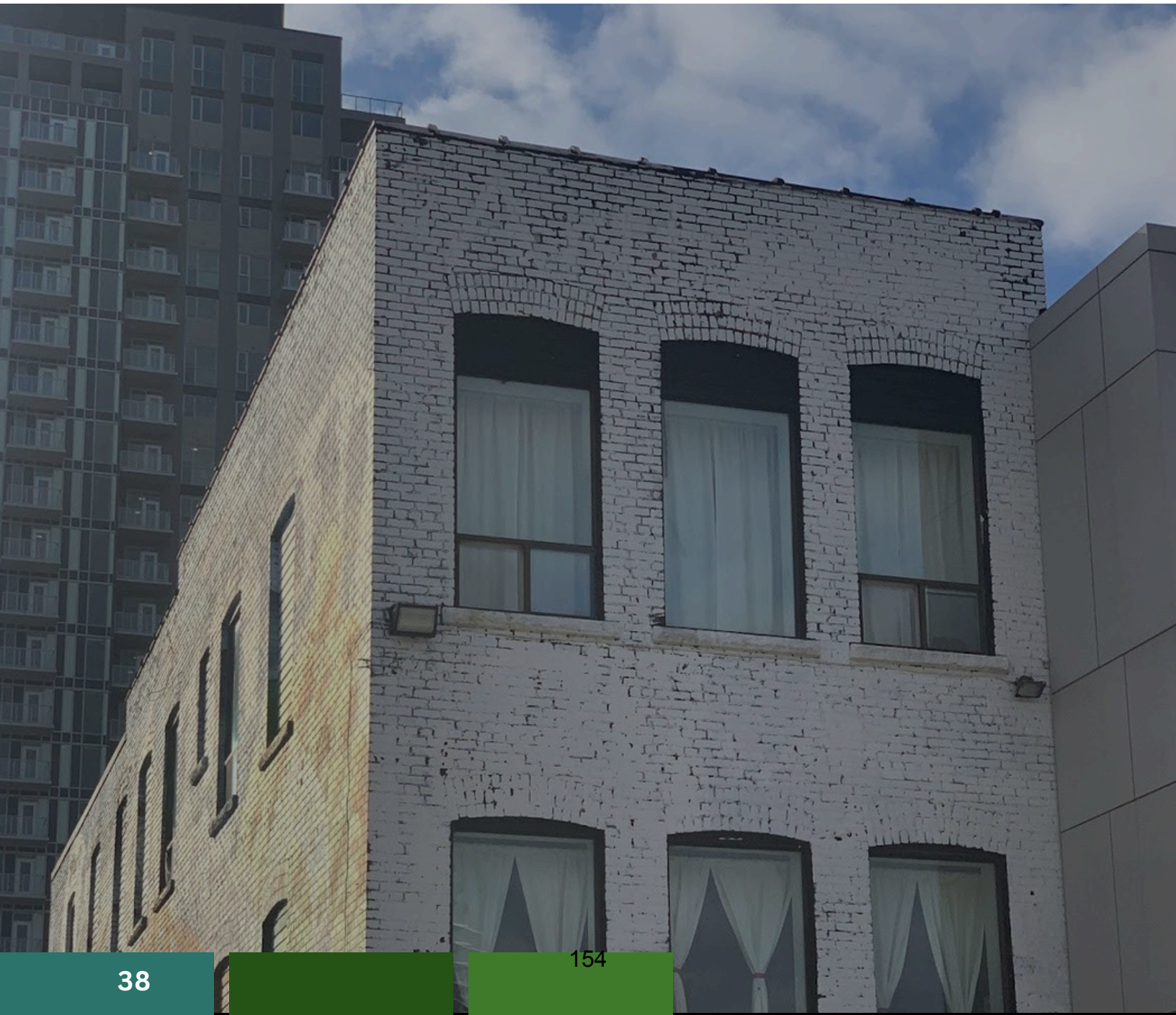
- Cash grant to bridge the funding gap and make the project more financially feasible Municipality to fund a portion of conversion construction costs; cash grant

would enable the project to succeed.

- For projects to gain momentum, many agree that improvements to energy efficiency would make this space more attractive to convert into residential.

- Endorsement to cover energy, development and tax costs.

The project team has reviewed the pro forma findings with London Development Institute, and, has received support with the London OTR-CFIP findings and funding strategy.



8. FINANCIAL IMPACT & CONSIDERATIONS

8.0 FINANCIAL IMPACT & CONSIDERATIONS

The London OTR-CFIP is a strategic initiative designed to rejuvenate underused urban spaces by transitioning them into residential units.

1. Budget Allocation and Funding Sources. The OTR-CFIP is supported by a $10 million budget sourced from the Housing Accelerator Fund (HAF). The budget is distributed as follows:

- $9.2M (92%) is allocated to the Construction Conversion Grant Program.
- $800,000 (8%) supports the Feasibility Study Grant Program.
- $0 (0%) is allocated for the Application Fee Exemption Program, which will be absorbed by the City as foregone revenue (which represents 9 residential units).

This funding structure is designed to maximize the impact of the financial resources available by focusing heavily on the actual conversion process, which is the most significant financial barrier to project initiation.

2. Economic Benefits and Return on Investment (ROI). The financial strategy underpinning the OTR-CFIP is expected to yield substantial economic benefits:

- Construction Value. The projected construction activity associated with the program is estimated to generate between $50 million and $90 million in new construction value, depending on the actual costs per square foot ($315 to $375). This represents a significant infusion into the local economy.
- ROI. Based on the construction values, the expected return on investment ranges from 5.04 to 9.0 times the initial fund, highlighting the program's capacity to leverage public funds effectively for economic gain.
- Property Value Increase. By converting vacant office spaces into residential units, there is an anticipated increase in property values not only for the converted buildings but also in the surrounding areas due to enhanced vibrancy and reduced vacancy rates.

3. Financial Risks and Mitigation Strategies. Several risks could affect the financial outcomes of the OTR-CFIP:

- Market Volatility. Real estate

markets are subject to fluctuations which could impact the costs of construction and the final value of the converted properties. Mitigation includes regular market assessments and adjustable grant amounts to remain aligned with current conditions.

- Project Feasibility. Some properties may not be viable for conversion due to structural limitations or excessive renovation costs. This risk is mitigated by the initial feasibility studies funded by the program, ensuring that only viable projects receive further funding.
- Excess Demand. There could be greater demand to convert vacant office buildings than the project is funded for. To mitigate this risk, the program includes stringent budgeting processes and contingency funds within the allocated budget.

4. Cost Benefit Analysis. The cost-benefit analysis for the OTR-CFIP considers both direct financial outputs and the broader economic impacts:

- Direct Costs. Includes the grants for construction and feasibility studies, and the foregone revenue from waived application fees.
- Indirect Benefits. Enhanced economic activity from construction jobs, increased household spending from new residents, and improved tax revenues from higher property values.
- Social Benefits. Increased housing supply contributes to social stability and diversity in the downtown area, aligning with broader city goals of inclusivity and vibrancy.

5. Long-Term Financial Health. The long-term financial health of the OTR-CFIP depends on its ability to be self-sustaining through increased tax revenues and ongoing private investment in the downtown area. The initial public investment is designed to catalyze further development, potentially leading to a self-reinforcing cycle of growth and investment.

The financial structure of the London OTR-CFIP is robust, with a clear focus on maximizing the impact of public funds to stimulate private development. The program is well-positioned to generate significant economic returns through direct construction activity and indirect benefits such as increased property values and economic revitalization.

9. CONCLUSION

9.0 CONCLUSION

The London Office-to-Residential Conversion Financial Incentive Program(s) stands as a transformative initiative aimed at revitalizing London's downtown core by converting under utilized office spaces into vibrant residential units.

In the development of the London OTR-CFIP, a collaborative, 'all-hands-on-deck' approach is essential. The Project Team has taken a strategic approach to defining the grant amount per property, considering factors such as the size of the property, the complexity of the conversion, and the anticipated benefits to the community. When all combined, The London OTR-CFIP provides a unique framework to facilitate vacant office space into residential units; by integrating a full spectrum of incentives and setting realistic targets, this program is poised for enhanced success, ensuring it effectively meets the unique challenges and opportunities of the real estate market.

The OTR-CFIP strategically address multiple urban development challenges faced by the City of London:

- Vacancy Reduction. By targeting Class B and C office spaces, the program directly addresses the persistently high vacancy rates in the downtown area. This initiative not only aims to decrease these rates but also seeks to prevent the economic stagnation associated with long-term unused urban spaces.
- Economic Revitalization. Converting office spaces to residential use is expected to increase foot traffic and consumer spending in the downtown area, thereby supporting local businesses and services. This shift is anticipated to catalyze broader economic activities and attract new investments into the city.
- Enhanced Property Values. The program is projected to increase the overall assessed property value within the Downtown contributing to the city's economic health and potentially increasing municipal revenues through property taxes.

The financial incentives structured within the OTR-CFIP—comprising feasibility study grants, construction conversion grants, and application fee waivers—are designed to mitigate investment risks and lower the entry barriers for developers. This financial model is both robust and attractive, ensuring that projects are not only initiated but also completed to a high standard. The allocation of $10M from the Housing Accelerator Fund underscores the City's

commitment to making substantial investments that are expected to yield high returns in terms of community value and economic growth.

Through its implementation, the OTR-CFIP is an evidence-based program focused on:

- Targeted Residential Growth. The program supports the City's Housing Accelerator Fund goal of adding 2,187 units over three years, with a specific focus on adding 228 units through the OTR-CFIP in the downtown core.
- Economic Stimulus. Preliminary assessments suggest that the conversion projects could generate between $50.4M and $90M in construction value, translating into a significant economic boost for the city.
- Social Benefits. By increasing downtown residential density, the program contributes to a more vibrant, inclusive, and sustainable urban centre, aligning with modern urban planning principles that prioritize mixed-use developments and active street fronts.

There are challenges and mitigation strategies involved. While the program's design is comprehensive, several challenges require ongoing attention:

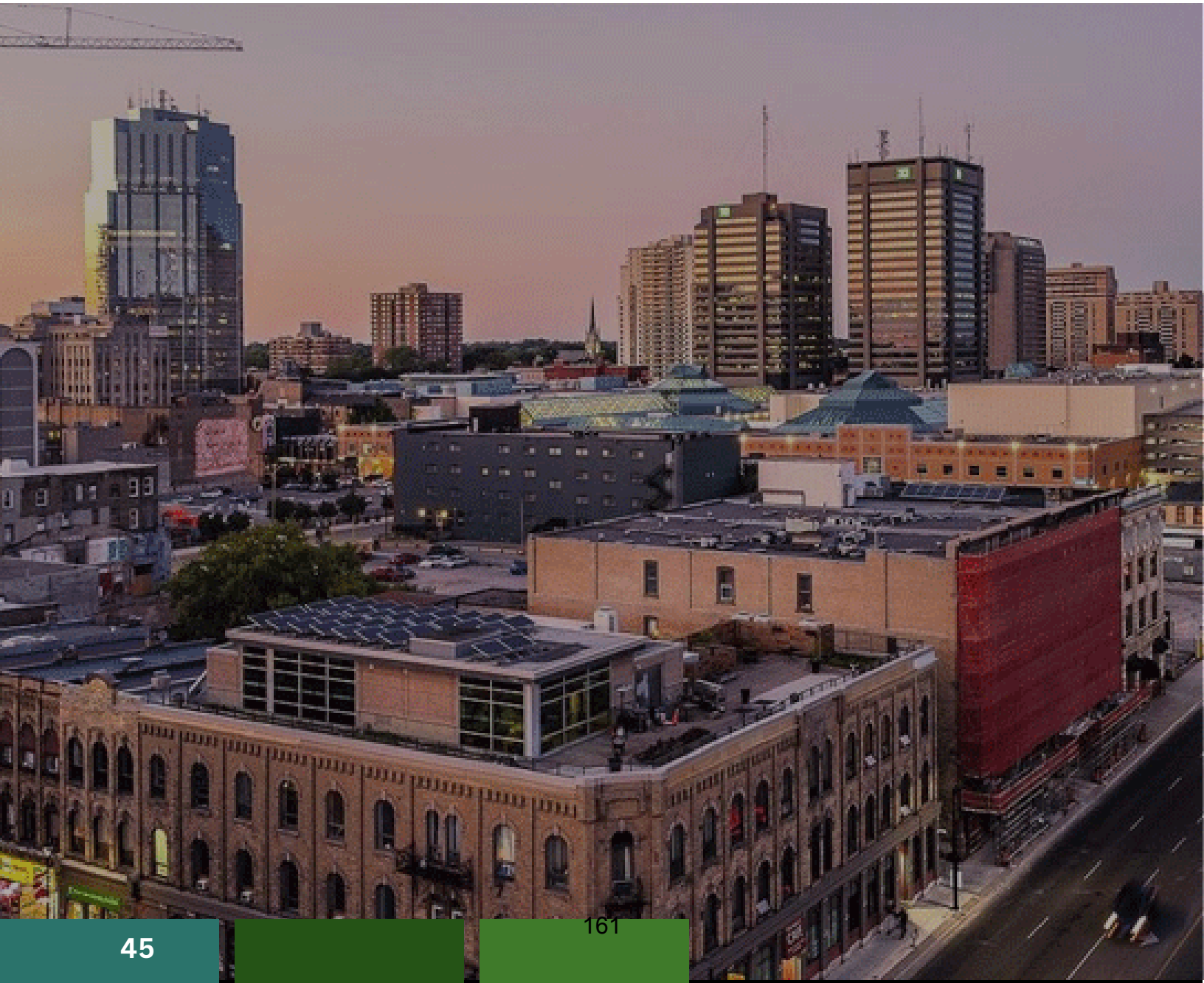
- Market Fluctuations. The success of the OTR-CFIP is somewhat dependent on broader economic conditions. A downturn could affect the real estate market, potentially dampening the enthusiasm for new residential conversions.
- Regulatory Hurdles. Ensuring that projects move through the planning and approval stages efficiently requires continuous oversight and potentially further streamlining of municipal processes.
- Engagement. Continuous engagement with developers, residents, and business owners is crucial. Their feedback is necessary to refine the program and ensure it meets the evolving needs of the community.

To build on the current successes and address potential challenges, several actions are recommended:

- Implement an effective monitoring program to track the program's impact over time, allowing for data-driven adjustments and scaling. Consider extending the incentive programs beyond the initial target area to include adjacent neighbourhoods, thereby amplifying the benefits of increased residential density.
- Strengthen the mechanisms for community feedback and

Participation in the planning stages of future projects to ensure that development aligns with the community's needs.

In conclusion, the London OTR-CFIP represent a pivotal step towards a dynamic and economically vibrant downtown. By converting under utilized spaces into homes and active commercial environments, the program not only combats current urban decay but also sets a precedent for sustainable urban development. The City of London's proactive approach—through strategic financial investments and dedicated program management—ensures that this initiative has the potential to significantly transform the cityscape, enhancing livability and economic prosperity for all residents.



APPENDICES:

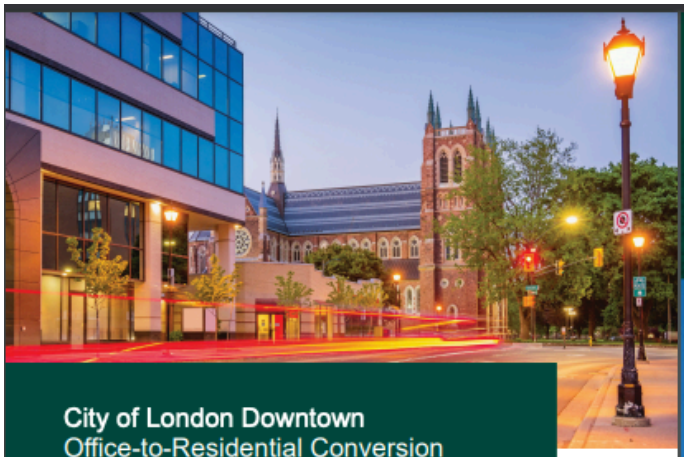
Appendix 1: OTR-CFIP Deliverables
Appendix 2: OTR-CFIP Brochure
Appendix 3: OTR-CFIP Conversion Report
Appendix 4: Financial Modelling
Appendix 5: Proposed Expanded Boundary
Appendix 6: Expert Construction Cost Opinion
Appendix 7: Expert Air Quality Incentive Program Opinion
Appendix 8: Gensler Study Best Practice Review
Appendix 9: Engagement Results

APPENDIX 1 - OTR-CFIP DELIVERABLES

The London OTR-CFIP establishes a series of deliverables in the RFP outlined below:

Deliverable A: A mix of virtual and in-person meeting.
Deliverable B: Meeting notes and summary.
Deliverable C: Planning Justification Report.
Deliverable D: Review of existing financial incentive programs.
Deliverable E: Financial Incentive Program Report
Deliverable F: Development of a new grant program.
Deliverable G: The pro forma (financial feasibility analysis and modeling)
Deliverable H: Air quality incentive program.
Deliverable I: Planning Application Fee Incentive Programs.
Deliverable J: Incentives beyond the Core Area.
Deliverable K: Comprehensive Report.

APPENDIX 2 - OTR-CFIP BROCHURE



City of London Downtown
Office-to-Residential Conversion Financial Incentive Programs

Overview

London is embarking on a transformative journey to revitalize its Downtown as the cultural, civic, retail, and economic heart of London, and as a great place to live and work. Through innovative financial incentives, the City will offer strategic opportunities for investment to attract increased public and private investment to help ensure the city's vibrant future in its Downtown.

Contact us:
Email: cipincentives@london.ca
Phone: 519-930-3500

london.ca

London
CANADA

Purpose

The City of London, much like the rest of Canada, is experiencing a housing crisis and a slow return to work resulting in elevated downtown office vacancy rates. The City of London has a large Class B and Class C Office inventory in its Downtown that could be converted to residential units. The City of London's Office-to-Residential (OTR) Conversion Financial Incentive Programs aims to address both challenges - accelerate new housing units by converting vacant office space in London's Downtown.

Our Goals

- Accelerate the new housing units in London by the conversion of vacant Class B and Class C office space in London's Downtown CIP Area.
- Reduce the amount of vacant office in London's Downtown Area.
- Increase the overall assessed property value of the Core Area;
- Rebalance the Core Area's land uses and economic functions; and,
- Assist in meeting the Housing Accelerator Fund (HAF) target of 2,187 additional units over three years

London
CANADA

What are Financial Incentive Programs?

Through the creation of financial incentives to encourage development activity in the Downtown, the City of London is helping accelerate the provision of new housing units. Property owners and tenants located in the Downtown Project Area (see map) can apply for grants under a number of programs.

Available Programs

Three Downtown Financial Incentive Programs

- Feasibility Study Grant
- Construction Conversion Grant Program
- Application Fees Program.

Other Stackable Programs

- Façade Improvement Loan
- Upgrade to Building Code Loan
- Residential Development Charges Grant
- Rehabilitation and Redevelopment Tax Grant

Are you interested in financial incentives for Downtown property investments?

Review the program summaries, and the Link for the CIP Conversion Report, in this handout to determine if you are eligible. Individuals should contact the City's Economic Services and Supports Department* at 519-930-3500 or cipincentives@london.ca to discuss details of making an application under these programs.

Program Details

The Downtown London OTR – CFIP is a unique program to convert vacant (eligible) office spaces into new housing units. This process starts with a Feasibility Study process involving three steps, a Scorecard to evaluate the building for conversion, followed by a Phase 1 Feasibility Study Grant step, and if the building shows good opportunity, a Phase 2 Feasibility Study Grant step to ensure the building (or spaces) are a good conversion candidate.

APPENDIX 2 - OTR-CFIP BROCHURE

City of London Downtown
Office-to-Residential Conversion
Financial Incentive Programs

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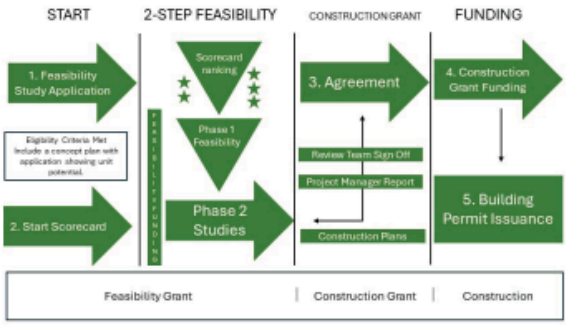
London CANADA

Application Process

Step 1	Step 2	Step 3	Step 4
Application Submission	Application Review and Evaluation	Grant Approval	Funding



Learn More

Our vision is for a robust and thriving core.
Contact us to learn more about how we can build it together.

Email: cipincentives@london.ca
Phone: 519-930-3500

london.ca

APPENDIX 3: OTR-CFIP CONVERSION REPORT

GILLAM

CITY OF LONDON - OTR CONVERSION REPORT

GILLAM

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1.0 INTRODUCTION

The purpose of this report is to outline the pre-construction requirements when converting office space into residential space. Converting office space into residential units has become a popular option, especially in urban areas where there is a high demand for housing. This report will provide an overview of the key considerations and steps that need to be taken before commencing the conversion process.

It is important to note that there is no exact formula to conversion. Each existing building will have its own set of challenges and obstacles making it unique from the rest. Size of building, age of building and type of materials used during construction will all play roles into the amount of rework that needs to be considered.

It is imperative that when a building is targeted for conversion a thorough and detailed analysis of the building is performed prior to final design drawings. A detailed investigation should yield parameters that will need to be met in the final design, such as changes to the structure, addition of mechanical & electrical equipment, replacement of glazing units etc.

2.0 OBJECTIVE

In collaboration with Urban Insights Inc., develop a comprehensive system for identifying buildings that have the potential for conversion from office to residential space, specifically to fulfill the needs and conditions for the City of London and the Community Improvement Plan. This objective stems from the need to address the increasing demand for housing in the city while also repurposing underutilized office buildings. The system will consider various factors, such as the structural integrity of the building and the feasibility of conversion. By implementing this system, the City of London will optimize urban space and contribute to the creation of new housing options for its residents. The Gensler report for the city of Calgary serves as a valuable reference, providing insights that can be adapted to suit London's specific context and requirements. However, the Gensler report was specifically designed for the City of Calgary and although they face a similar scenario with the City of London, a specialized and specific scorecard and approach is needed for London.

1. **Create a Scorecard**
   From the list of existing office buildings provided by the City of London, identify those buildings that are generally receptive for conversion from office space to residential living and create a scoring system to focus on the buildings that possess the most potential.
   - Quick turn around
   - Reduced cost impact
   - Calculated and controlled approach
2. **Identify Reporting Requirements**
   Target the specific reports that need to be generated to help expose inadequacies that cannot be seen through a visual non-intrusive review of the existing building.
3. **Phasing Plan**
   Recommend a system to phase the consultants reports to help reduce costs when the first or second report discoveries might eliminate a building from undertaking the conversion process.

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3.0 OFFICE TO RESIDENTIAL (OTR) SCORECARD

Having a specialized scorecard and points system to identify optimal buildings for conversion from office to residential offers several conveniences. Firstly, it allows for a systematic and objective evaluation of various buildings based on specific criteria. By assigning scores and points to different factors such as building condition, infrastructure, and potential for conversion, decision-makers can quickly assess the viability of each building. This saves time and resources compared to manual assessments or subjective judgments.

Secondly, a personalized scorecard and points system provide a standardized framework for evaluating buildings. This ensures consistency and fairness in the assessment process, enabling a fair comparison between different buildings. It also helps in setting clear benchmarks and targets for building conversions, facilitating effective planning and decision-making.

Additionally, a personalized scorecard and points system can prioritize key considerations for building conversions. For example, factors such as structure, ease of conversion, serviceability and community impact can be given higher weights in the scoring system, aligning with the city's goals and policies. This helps in promoting sustainable and inclusive development while maximizing the benefits of building conversions.

Finally, the use of a personalized scorecard and points system enables efficient data management and analysis. It allows for the collection and organization of relevant information about each building.

Overall, a personalized scorecard and points system offer the convenience of a streamlined and objective approach to identify optimal buildings for conversion from office space to residential living. It enhances efficiency, consistency, and transparency, ultimately contributing to the successful implementation of building conversion initiatives.

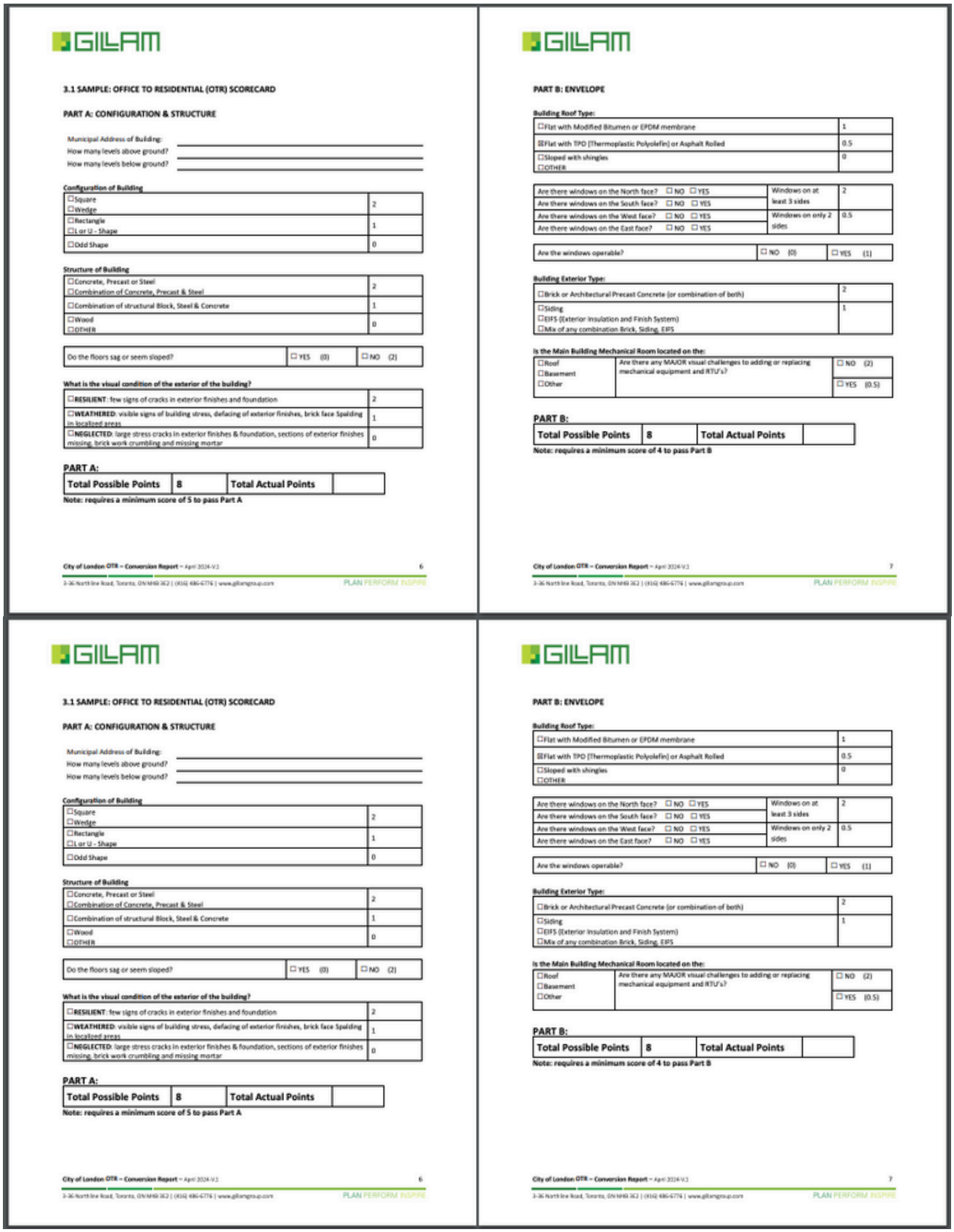
In contemplating the needs of a scorecard and considering the needs of the City of London, a system was developed to quickly outline several key Parts.

- Part A - Configuration & Structure
- Part B – Envelope
- Part C – Servicing & Practicality
- Part D – Overall Score & Recommendations

PART A – Configuration of Structure:
Because the general vicinity of buildings being considered as possible conversions has already been predetermined by the City of London, it is generally agreed that more weight needs to be focused on the physical properties of each building, with location being only a potentially mild deciding factor.

When undertaking a conversion of an existing building there are many factors to be taken into consideration. Ultimately the idea is to keep production high and costs low. The strategy is to target buildings that are square or wedged in shape. Buildings configured in this manner are optimal for interior redesign, giving architects and engineers lots of opportunity to shape the inside of the building in a way the capitalizes on floor space yielding competitive square footage costs as well as end user satisfaction.

APPENDIX 3: OTR-CFIP CONVERSION REPORT



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3.1 SAMPLE: OFFICE TO RESIDENTIAL (OTR) SCORECARD

PART A: CONFIGURATION & STRUCTURE

Municipal Address of Building: _____
How many levels above ground? _____
How many levels below ground? _____

Configuration of Building

☐Square ☐Wedge	2
☐Rectangle ☐L or U - Shape	1
☐Odd Shape	0

Structure of Building

☐Concrete, Precast or Steel ☐Combination of Concrete, Precast & Steel	2
☐Combination of structural Block, Steel & Concrete	1
☐Wood ☐OTHER	0

Do the floors sag or seem sloped?	☐YES (0)	☐NO (2)

What is the visual condition of the exterior of the building?

☐**RESILIENT**: few signs of cracks in exterior finishes and foundation	2
☐**WEATHERED**: visible signs of building stress, defacing of exterior finishes, brick face Spalding in localized areas	1
☐**NEGLECTED**: large stress cracks in exterior finishes & foundation, sections of exterior finishes missing, brick work crumbling and missing mortar	0

PART A:

Total Possible Points	8	Total Actual Points	

Note: requires a minimum score of 5 to pass Part A

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PART B: ENVELOPE

Building Roof Type:

☐Flat with Modified Bitumen or EPDM membrane	1
☒Flat with TPO (Thermoplastic Polyolefin) or Asphalt Rolled	0.5
☐Sloped with shingles ☐OTHER	0

Are there windows on the North face? ☐NO ☐YES	Windows on at least 3 sides	2	
Are there windows on the South face? ☐NO ☐YES			
Are there windows on the West face? ☐NO ☐YES	Windows on only 2 sides	0.5	
Are there windows on the East face? ☐NO ☐YES			

Are the windows operable?	☐NO (0)	☐YES (1)

Building Exterior Type:

☐Brick or Architectural Precast Concrete (or combination of both)	2
☐Siding ☐EIFS (Exterior Insulation and Finish System) ☐Mix of any combination Brick, Siding, EIFS	1

Is the Main Building Mechanical Room located on the:

☐Roof ☐Basement ☐Other	Are there any MAJOR visual challenges to adding or replacing mechanical equipment and RTU's?	☐NO (2) ☐YES (0.5)

PART B:

Total Possible Points	8	Total Actual Points	

Note: requires a minimum score of 4 to pass Part B

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3.1 SAMPLE: OFFICE TO RESIDENTIAL (OTR) SCORECARD

PART A: CONFIGURATION & STRUCTURE

Municipal Address of Building: _____
How many levels above ground? _____
How many levels below ground? _____

Configuration of Building

☐Square ☐Wedge	2
☐Rectangle ☐L or U - Shape	1
☐Odd Shape	0

Structure of Building

☐Concrete, Precast or Steel ☐Combination of Concrete, Precast & Steel	2
☐Combination of structural Block, Steel & Concrete	1
☐Wood ☐OTHER	0

Do the floors sag or seem sloped?	☐YES (0)	☐NO (2)

What is the visual condition of the exterior of the building?

☐RESILIENT: few signs of cracks in exterior finishes and foundation	2
☐WEATHERED: visible signs of building stress, defacing of exterior finishes, brick face Spalding in localized areas	1
☐NEGLECTED: large stress cracks in exterior finishes & foundation, sections of exterior finishes missing, brick work crumbling and missing mortar	0

PART A:

Total Possible Points	8	Total Actual Points	

Note: requires a minimum score of 5 to pass Part A

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PART B: ENVELOPE

Building Roof Type:

☐Flat with Modified Bitumen or EPDM membrane	1
☒Flat with TPO (Thermoplastic Polyolefin) or Asphalt Rolled	0.5
☐Sloped with shingles ☐OTHER	0

Are there windows on the North face? ☐NO ☐YES	Windows on at least 3 sides	2	
Are there windows on the South face? ☐NO ☐YES			
Are there windows on the West face? ☐NO ☐YES	Windows on only 2 sides	0.5	
Are there windows on the East face? ☐NO ☐YES			

Are the windows operable?	☐NO (0)	☐YES (1)

Building Exterior Type:

☐Brick or Architectural Precast Concrete (or combination of both)	2
☐Siding ☐EIFS (Exterior Insulation and Finish System) ☐Mix of any combination Brick, Siding, EIFS	1

Is the Main Building Mechanical Room located on the:

☐Roof ☐Basement ☐Other	Are there any MAJOR visual challenges to adding or replacing mechanical equipment and RTU's?	☐NO (2) ☐YES (0.5)

PART B:

Total Possible Points	8	Total Actual Points	

Note: requires a minimum score of 4 to pass Part B

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3.2 RANKING THE BUILDING

Using the data collected from the OTR Scorecard, buildings will be classified into an identifiable ranking system, creating a streamlined approach, discarding buildings that will not convert or convert easily and targeting buildings that are most receptive for a conversion. Focus is on reduced times and efficient usage of funds.

THREE STAR:
Three Star Building = 25-27 Points accumulation

Square or Wedged shaped Building
Structurally sound – Concrete, Precast or Steel or a combination of any of these
Firm floors – not sagging or showing signs of fatigue
Resilient exterior – few signs of cracks in exterior finishes and foundation
Flat roof with either EPDM or Mod-bit roof (more resilient / less risk of water damage)
Windows on at least 3 sides of the building
Exterior cladding of brick or architectural precast (or combination of both)
No major challenges adding new Mechanical equipment such as Roof Top Units (RTU)
Elevators centrally located
Minimum 2 stairwells at opposite ends of the building
On site parking available
Constructed after 1980 (less risk of discovering hazardous materials)
Will not need a lot of effort to separate any commercial or retail from residential space

Minimum 25 Points accumulated, from possible total 27 Points
Refer to OTR Scorecard

TWO STAR:
Two Star = 17-24 Points accumulation

Rectangles or U-L shaped building or better
Structure derived from Combination of structural block, steel & concrete or better
Firm floors – not sagging or showing signs of fatigue
Weathered exterior – visible signs of building stress, defacing of exterior finishes, brick face Spalding in localized areas
Flat roof with TPO or Asphalt Rolled membrane or better
Windows on at least 3 sides of the building
Exterior cladding of either Siding or EIFS or any combination of Siding, EIFS & Brick
No major challenges adding new Mechanical equipment such as Roof Top Units (RTU)
Elevators not located centrally
Minimum 2 stairwells at opposite ends of the building
No onsite parking available
Constructed prior to 1980 (greater risk of discovering hazardous materials)
May need some effort to separate any commercial or retail from residential space

Minimum 17 Points accumulated, from possible total 27 Points
Refer to OTR Scorecard

ONE STAR:
One Star = 14-16 Points accumulation

Rectangles or U-L shaped building or better
Structure derived from Combination of structural block, steel & concrete or better
Firm floors – not sagging or showing signs of fatigue
Weathered exterior – visible signs of building stress, defacing of exterior finishes, brick face Spalding in localized areas
Flat roof with TPO or Asphalt Rolled membrane or better
Windows on at least 2 sides of the building
Exterior cladding of either Siding or EIFS or any combination of Siding, EIFS & Brick
Challenges expected adding new Mechanical equipment such as Roof Top Units (RTU)
Elevators not located centrally
Minimum 2 stairwells not located conveniently (re-work required to satisfy By-laws/Codes)
No onsite parking available
Constructed prior to 1980 (greater risk of discovering hazardous materials)
Is currently occupied
May need some effort to separate any commercial or retail from residential space

Minimum 14 Points accumulated, from possible total 27 Points
Refer to OTR Scorecard

4.0 EXISTING CONDITIONS REPORT

Completing a series of investigative reports on an existing building prior to undertaking a conversion from office to residential space is important for several reasons:

A. **Building Assessment:** assess the structural integrity, condition, and suitability of the building for conversion. Uncover any potentially hazardous materials. Provide detailed information about the building's foundation, load-bearing capacity, electrical systems, plumbing, HVAC, and other essential components. This assessment helps identify any potential issues or limitations that may arise during the conversion process and enables proper planning and mitigation strategies.

B. **Compliance with Regulations:** building codes, zoning regulations, and other legal requirements. They provide an understanding of the building's current status and identify any necessary modifications or upgrades needed to meet residential building standards. This helps prevent legal issues, penalties, and delays in the conversion process.

C. **Cost Estimation:** uncover any hidden problems or deficiencies that may require additional investments. This allows for proper budgeting and resource allocation, minimizing the risk of unexpected expenses or cost overruns during the conversion process.

D. **Risk Assessment:** identify any environmental hazards, structural weaknesses, or safety concerns that may pose risks to future residents. This information enables the development of appropriate risk management plans and strategies to ensure the safety and well-being of occupants.

PART C: SERVICING & PRACTICALITY

How many Elevators does the building have? ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ More than 4

How are the elevators oriented within the building structure?

☐Centrally	2
☐Adjacent to an exterior wall	1

How many stair wells does the building have? ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ More than 4	At least 2 stairwells	2
☐At opposite ends of the building from each other		1

Does the building have any available parking within the property lines?	☐ NO (0.5)	☐ YES (1)
When was the building constructed?	Before 1980? ☐ (0.5)	1980 or After? ☐ (1)
Is the building currently occupied?	☐ YES (0.5)	☐ NO (1)
Does the building have retail space attached to it (store or restaurant)?	☐ YES (0.5)	☐ NO (1)
Will the building need to be separated between residential space and commercial / retail space as part of the conversion?	☐ YES (0.5)	☐ NO (1)

PART C:

Total Possible Points	**10**	**Total Actual Points**	

Note: requires a minimum score of 5 to pass Part C

PART D: OVERALL SCORE & RECOMMENDATIONS

Part A – Actual Points • **Minimum 5 required**	
Part B – Actual Points • **Minimum 4 required**	
Part C – Actual points • **Minimum 5 required**	
Total Actual Points from Parts A + B + C	
Minimum number of total points required from Parts A + B + C to recommend moving forward to PHASE 1 of the Existing Building Conditions Survey	**14**

Building Classification:

- **24 – 26 Points = Three Star**
- **17 – 23 Points = Two Star**
- **14 – 16 Points = One Star**

E. **Design and Layout Planning:** insights into the building's existing layout, space utilization, and design possibilities. They assist in determining the optimal use of available space, identifying potential areas for improvement or modification, and incorporating necessary amenities and features for residential purposes. This helps in creating functional and desirable living spaces that meet the needs and preferences of future residents.

In summary, completing a series of investigative reports on an existing building prior to undertaking a conversion from office to residential space is crucial for informed decision-making, compliance with regulations, accurate cost estimation, risk assessment, proper design & layout planning and overall project feasibility. It helps ensure a successful and seamless conversion process, resulting in desirable residential spaces that meet all necessary requirements.

The following assessments are recommended:

- Hazardous Materials and Substances
- Geotechnical
- Structural
- Mechanical & Electrical
- Fire Life Safety
- Envelope & Energy
- Elevators, Lifts, Escalators

4.1 HAZARDOUS MATERIALS & SUBSTANCES ASSESSMENT

Conducting a Hazardous Materials and Substance Investigation of an existing building before any selective demolition begins is crucial for several reasons:

- **Safety Precautions:** Identifying and assessing hazardous substances such as asbestos, lead paint, mold, or other contaminants in the building helps in implementing proper safety measures to protect the health of workers, nearby residents, and the environment during demolition.
- **Compliance with Regulations:** Many jurisdictions have regulations and laws governing the handling and disposal of hazardous substances. By conducting an investigation, you can ensure compliance with these regulations and avoid potential legal liabilities.
- **Risk Management:** Knowing the presence of hazardous substances allows for the development of a comprehensive risk management plan. This includes proper handling, containment, removal, and disposal of the substances to prevent exposure and contamination.
- **Cost Estimation:** Identifying hazardous substances early on helps in estimating the costs associated with their removal and disposal. This information is essential for budgeting and planning the demolition project effectively.

- Environmental Protection: Hazardous substances can have long-term negative impacts on the environment if not handled properly. Conducting an investigation helps in minimizing environmental contamination and ensuring responsible disposal practices.

There are several hazardous substances that must be identified and assessed before a building can begin to plan the demolition phase.

Some common examples include:

- **Asbestos:** Asbestos-containing materials were commonly used in construction before its health risks were known, typically buildings constructed prior to 1980. Disturbing asbestos during demolition can release harmful fibers into the air, posing serious health risks to those exposed.
- **Lead-Based Paint:** Buildings constructed before 1978 may contain lead-based paint, which can be hazardous when disturbed. Lead exposure can lead to serious health issues, especially in children and pregnant women.
- **Mold:** Moisture issues in buildings can lead to mold growth, which can cause respiratory problems and other health issues. Mold spores can become airborne during demolition, posing a risk to workers and nearby residents.
- **Polychlorinated Biphenyls (PCBs):** PCBs were commonly used in building materials, such as insulation and caulking, before being banned due to their toxicity. Identifying and properly handling PCB-containing materials is crucial to prevent environmental contamination.
- **Mercury:** Mercury-containing devices, such as thermostats, switches, and fluorescent light tubes, may be present in older buildings. Mercury exposure can have harmful effects on human health and the environment.
- **Pesticides and Herbicides:** Buildings used for agricultural or industrial purposes may contain residues of pesticides and herbicides. Proper identification and handling of these substances are essential to prevent exposure during demolition.
- **Chemical Contaminants:** Industrial buildings or laboratories may have stored chemicals that can be hazardous if released during demolition. Identifying and safely disposing of these chemicals is important for worker safety and environmental protection.

Identifying and assessing these hazardous substances before demolition is crucial to ensure the safety of workers, nearby residents, and the environment. Proper handling and disposal of these substances are essential to prevent health risks and environmental contamination during the demolition process.

4.2 GEOTECHNICAL ASSESSMENT

The purpose of a Geotechnical Investigation is to determine the soil and groundwater conditions in the area of the proposed development and provide preliminary geotechnical engineering recommendations for site servicing, foundations, floor slabs, and pavement design. This becomes even more important if there are to be structural changes to the existing structure.

The data/recommendations from the Geotechnical Investigation report that is most relevant is the allowable soil bearing pressure. This parameter determines the size of the various footings (walls, columns, etc.). "Load Bearing Values" are based on different material classifications of soils which in addition to the allowable vertical foundation pressure includes the lateral bearing pressure and the lateral sliding resistance (i.e., coefficient of friction).

Since building foundation repairs are typically very expensive, if not impractical, the liability associated with the integrity and quality of the geotechnical investigation report is critical to any construction project.

It is noted that at the time of a Geotechnical Investigation there will probably not be any preliminary or conceptual designs for the site, and thus the Geotechnical Investigation is being completed for due diligence purposes to determine if the site is generally suitable for development and to highlight any potential issues from a geotechnical perspective. Additional geotechnical work may be required once the site designs have been finalized.

Geotechnical Investigation Report should include inspections and testing as a minimum on the following items:

- Soil Conditions
- Groundwater Conditions
- Site Preparation
- Site Servicing
- Excavations and Dewatering
- Foundation Design
- Concrete Slab-on Grade Floors
- Pavement Structure
- Curbs and Gutter and Sidewalks

When considering the cost of a Preliminary Geotechnical Investigation Report there are several factors to consider:

- Height of the existing buildings. Higher loaded multi-storey buildings will require deeper boreholes
- Presence of underground parking structures. This will also dictate deeper boreholes to ensure the investigation extends below the founding depths
- Site access constraints. In a downtown location, it might be necessary to advance some boreholes within the basement level of an existing structure, which would generally require low-clearance drill rigs which does increase the duration of the work
- Depending on the location of the buildings, it should be considered to combine the fieldwork from multiple sites, to reduce the mobilization costs for carrying out each investigation separately, providing some cost savings.

4.3 STUCTURAL ASSESSMENT

Before starting a conversion, a thorough structural assessment of the building should be conducted to determine if any modifications are needed to support the change. This assessment will help identify any potential issues with load-bearing walls, foundations, or structural integrity that may need to be addressed during the conversion process.

In general, structural conversion from office space to residential space is usually fine depending on various factors including when the original structure was built, type of construction and materials. One additional big item comes down to finishes (whether if be for aesthetics or for acoustics).

When it comes to loading, residential loading is less than office (with a few exceptions):

- Typical Office Design Live Loading
  - Ground Floor (or first floor/lobby area): 4.80 kPa [100 psf]
  - Floors Above: 2.40 kPa [50 psf]
- Residential Live Load = 1.90 kPa [40 psf]

The big difference comes with balconies/terraces and corridors. For residential buildings, corridors, balconies and terraces are designed for 4.80 kPa [100 psf]. Usually this does not pose much of a problem however, may require some local reinforcing in a corridor. If balconies or terraces get very large, then this would usually facilitate reinforcing.

There should be thought given to current and future finishes. For example, an office space might only have carpet tile and a drywall ceiling. If the change to residential space is desired, there might need to be additional drywall, fancier floors (thick marble or granite, etc.) which increases the floor loading. Typically, if this falls within the 0.50 kPa difference between office/residential loading it is fine, but there are obviously limitations to this as well.

4.4 MECHANICAL & ELECTRICAL SYSTEMS

Converting office space into residential units typically involves significant modifications to the plumbing and electrical systems. It is crucial to assess the existing systems and determine if they need to be upgraded or replaced to meet residential requirements. This may include adding bathrooms, kitchens, and ensuring adequate electrical capacity for residential use.

The mechanical & electrical (M&E) assessment report will detail the existing systems and their condition and/or life expectancy, along with a set of recommendations and requirements on what needs to be done to convert office buildings to a residential building.

Inspections should include detailed reports on the following items:

Mechanical Systems

- Sanitary
- Storm
- Natural Gas
- Domestic Water
- HVAC

Electrical Systems

- Power
- Fire Alarm
- Lighting & life-safety
- Communications

4.5 FIRE LIFE SAFETY

- **Compliance with Regulations:** Residential buildings have different safety requirements compared to office spaces. Conducting a Fire Life Safety review helps ensure that the building meets all the necessary regulations and codes for residential occupancy.
- **Risk Assessment:** The review helps in identifying potential fire hazards and risks specific to residential spaces. It allows for the implementation of appropriate safety measures to mitigate these risks and enhance the overall safety of the building.
- **Occupant Safety:** Residential spaces are occupied differently than office spaces, with people spending more time in their homes. The review helps in assessing the evacuation routes, fire detection systems, and other safety measures to protect the residents in case of a fire emergency.
- **Insurance Requirements:** Insurance companies may require a Fire Life Safety review before providing coverage for residential spaces. Compliance with safety standards not only ensures the safety of occupants but also helps in obtaining insurance coverage.
- **Other considerations include:** travel distances for the fire hose and fire extinguisher, condition of the standpipe & risers, Age of any pumps, fire ratings separations floor to floor, age of equipment for new integrated systems, wet vs dry sprinkler system.

4.6 ENVELOPE & ENERGY

The objective of a Building Envelope Assessment Report is to determine the current condition of an existing building's envelope systems and provide general repair and restoration strategies to address any deterioration of the building's envelope, cladding or veneer.

The report should focus on the following major items:

- Roof Systems
- Cladding Systems (brick veneer, siding, EIFS etc.)
- Window Systems
- Door Systems

The report should also include the following:

- Detailed review of existing drawings, written specifications, maintenance records, and any historical major repairs & replacement records provided, which pertain to the building envelope systems
- Interview with site building operations staff
- A detailed non-destructive visual assessment of each major building envelope element
- Arms-length review of exterior wall and window systems from elevated access platform

4.7 ELEVATORS, LIFTS & ESCALATORS

The purpose of an Elevator Condition Assessment inspection is to report on the current equipment condition and any upgrades that should be budgeted for over the next 10 years. The safety aspects of an elevator are not typically reviewed and are reserved for the jurisdiction of the Technical Standards and Safety Authority (TSSA).

The report should include:

- Thorough inspection of current condition
- Detailed inspection of service history
- Interview with current elevator service provider
- Study on residential usage vs office usage
- Any future requirements
- Life expectancy

Additionally, this type of report will outline pedestrian traffic routes, number of passenger elevators vs density, future requirements and any technological upgrades required vs current codes.

5.0 PHASING PLAN

Ultimately, any building undergoing a transformation from office to residential use will require a full set of Existing Conditions Reports. These reports will make up the foundation of the construction process, helping identify what can and cannot be achieved while satisfying Federal, Provincial and Municipal building codes and practices. The cost of these combined reports could range anywhere from $60,000 to $80,000 depending on factors such as height of building, age and location.

What if one of the reports identifies issues in the existing building that would be costly to correct, thus changing the ranking of the building from either a three, two or one star to non-receptive due to the excessive cost?

For this reason, it is suggested that the reports are broken into PHASES, so that the highest risk factors are investigated and any major issues identified prior to allocating funds to completing all the reports, in the event the conversion becomes nonviable. In a perfect setting the reports would be delivered one after the other, so that if a negatively impacting discovery was made, the process could be halted while it is determined if the conversion should move forward or not. Unfortunately, this way of processing the reports could only potentially save costs but will add a large chunk of time to the overall process.

The exception would be a building that achieves the best ranking of three star, unless it was constructed prior to 1980. A building achieving the three-star ranking should be reasonably considered to either have only potentially

minor issues or be free from hazardous materials and substances and geotechnical discrepancies. In this instance, it would be logical to proceed with the full set of Existing Conditions Reports simultaneously reducing wait time between PHASE 1 & PHASE 2

It is recommended that for buildings achieving a one star or two-star ranking, the Existing Conditions Reports are broken into two (2) phases with the highest risk reports (the reports most likely to discover a negative factor) included in PHASE 1 and the lesser at-risk reports in PHASE 2

PHASE 1

- Hazardous Materials & Substances
- Geotechnical

PHASE 2

- Structural
- Mechanical & Electrical
- Fire Life Safety
- Envelope & Energy
- Elevators, Lifts, Escalators

Reports in each phase should run simultaneously. It is generally believed that this approach will add a level of control in the reporting process to help mitigate potential loss of funds in the event one of the reports discovers a negative factor. At the end of PHASE 1 the decision can be made to either move forward to PHASE 2 or halt the reporting process. Structuring the reports in this way should also still maintain a manageable time frame.

6.0 SUMMARY

This report focuses on the conversion of office space into residential space. It proposes the use of a scorecard system to identify the most suitable targets for conversion. The scorecard system ranks the targets as one star, two star, or three star based on their potential for successful conversion. Additionally, the report suggests obtaining Existing Condition Reports in a phased system to assess the current state of the office spaces and plan for the conversion process effectively.

This comprehensive approach aims to optimize the conversion preparation process and ensure successful allocation of special funding and efficient repurposing of office spaces for residential use.

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416-323-2133

APPENDIX 4: FINANCIAL MODELLING

A simple financial pro forma for a building renovation project starts by estimating how much the building costs to buy and how much the renovations will cost. This includes expenses for materials, labour, and any necessary permits. Then, you estimate how much more the building will be worth or how much more rent you can charge after the renovations are done. By comparing the total costs of buying and renovating the building with the expected increase in value or rental income, you can see if the project will make money. You also create a timeline to show when you'll spend money and when you'll start making money, helping to ensure the project is financially viable.

Key Assumptions for Financial Modelling:

- Loan To Value Ratio: 65% (financial institution funds 65% of project, owner funds remaining balance).
- Loan Rate: Assume 8%.
- Loan Term: Assume 1 year (12 months).
- Average Unit Size: 700 square feet.
- Rental Revenue: $2.5 per square foot.
- Construction Cost:
  - 70% of new build construction ($450 per square foot)
  - $315 per square foot average construction conversion cost.

Other Costs:

- Development Charge Fee: $20,777 per unit (if applicable)
- Parkland Fee:
  - $2,200 per unit (less 75 units per ha)
  - $1,250 per unit (75-150 units per ha, if applicable)
- Building Permit Fee: $3.54 per square metre
- Construction Management Fee: Assume 1.5% of construction budget

APPENDIX 4: FINANCIAL MODELLING

Incentive:

- Construction Grant Fee: $40,350 per unit
- Study Grant Fee: $80,000 (per property)

Table 1: Pro Forma Scenario – Without Incentives

Project Example	15 Unit	50 units	100	228
Units	15	50	100 (107)	228
Building Floor Area (sq.ft.)	10,500	35,000	75,000	160,000
Potential Soft Costs*:				
Technical Studies*	$80,000	$80,000	$80,000	$80,000
Development Charges*	$311,655	$1,038,850	$2,226,107.1	$4,749,028
Parkland Fee*	$18,750	$62,500	$133,928.6	$285,714.3
Building Permit Fee*	$3,453.1	$11,510.3	$24,665	$52,618.6
Site Plan Fee*	$2,225	$4,815	$9,043.6	$18,029.3
Total Soft Cost	$416,083.1	$1,197,675.3	$2,473,744.2	$5,185,390.7
Construction Cost (base)	$3,307,500	$11,015,000	$23,625,000	$50,400,000
Total City Soft Cost	$416,083.1	$1,197,675.3	$2,473,744.2	$5,185,390.7
Construction Management	$49,612.50	$165,375	$354,375	$756,000
Total Project Cost	$3,773,195.6	$12,388,050.3	$26,473,744.2	$56,341,390.7
65% bank Financed	$2,452,477.1	$8,052,232.7	$17,194,527.5	$36,621,904

APPENDIX 4: FINANCIAL MODELLING

Table 1: Pro Forma Scenario – Without Incentives

Cost to Borrow	$196,206.2	$644,178.6	$1,375,562.2	$2,929,752.3
Total Loan Cost for ROI	$2,648,783.3	$8,696,411.3	$18,570,089.7	$39,551,656.3
Down Payment (Owner)	$854,922.9	$2,972,767.3	$6,430,472.5	$13,778,096
Total Developer Cost	$1,467,212.1	$4,814,621.2	$10,279,778.9	$21,893,239.1
Annual Revenue	$315,000	$1,050,000	$2,250,000	$4,800,000
Gross Revenue (after loan)	$118,793.8	$405,821.4	$874,437.8	$1,870,247.7
ROI (bank financing)	4.5%	4.7%	4.7%	4.7%
Developer Leveraged ROI	8.1%	8.4%	8.5%	8.5%
Total Project Cost (with fees)	$3,773,196.6	$12,388,050.3	$26,453,119.2	$56,341,390
City Soft Cost (% of project)	11%	9.7%	9.4%	9.2%
Incentive Project Cost	$2,886,015.8	$9,649,864.5	$20,678,281.1	$43,356,226.3
Incentive Impact (saving)	23.5%	22.1%	21.8%	23%
Viability	Non-Viable	Non-Viable	Non-Viable	Non-Viable

APPENDIX 4: FINANCIAL MODELLING

Table 2: Pro Forma Scenario – With Full Incentives

Project Example	15 Unit	50 units	100	228
Units	15	50	100 (107)	228
Building Floor Area (sq.ft.)	10,500	35,000	75,000	160,000
Potential Soft Costs*:				
Technical Studies*	0	0	0	0
Development Charges*	0	0	0	0
Parkland Fee*	0	0	0	0
Building Permit Fee*	0	0	0	0
Site Plan Fee*	0	0	0	0
Total Soft Cost	0	0	0	0
Construction Cost (base)	$3,307,500	$11,025,000	$23,625,000	$54,400,000
Total City Soft Cost	0	0	0	0
Construction Management	$49,612.5	$165,375	$354,375	$756,000
Total Project Cost	$3,357,112.5	$11,190,375	$23,979,375	$51,156,000
65% bank Financed	$1,788,710.6	$5,962,368.8	$12,776,504.5	$26,788,542.9
Cost to Borrow	$143,096.9	$476,989.5	$1,022,120.4	$2,143,083.4
Total Loan Cost	$1,931,807.5	$6439,358.3	$13,798,624.8	$28,931,626.3

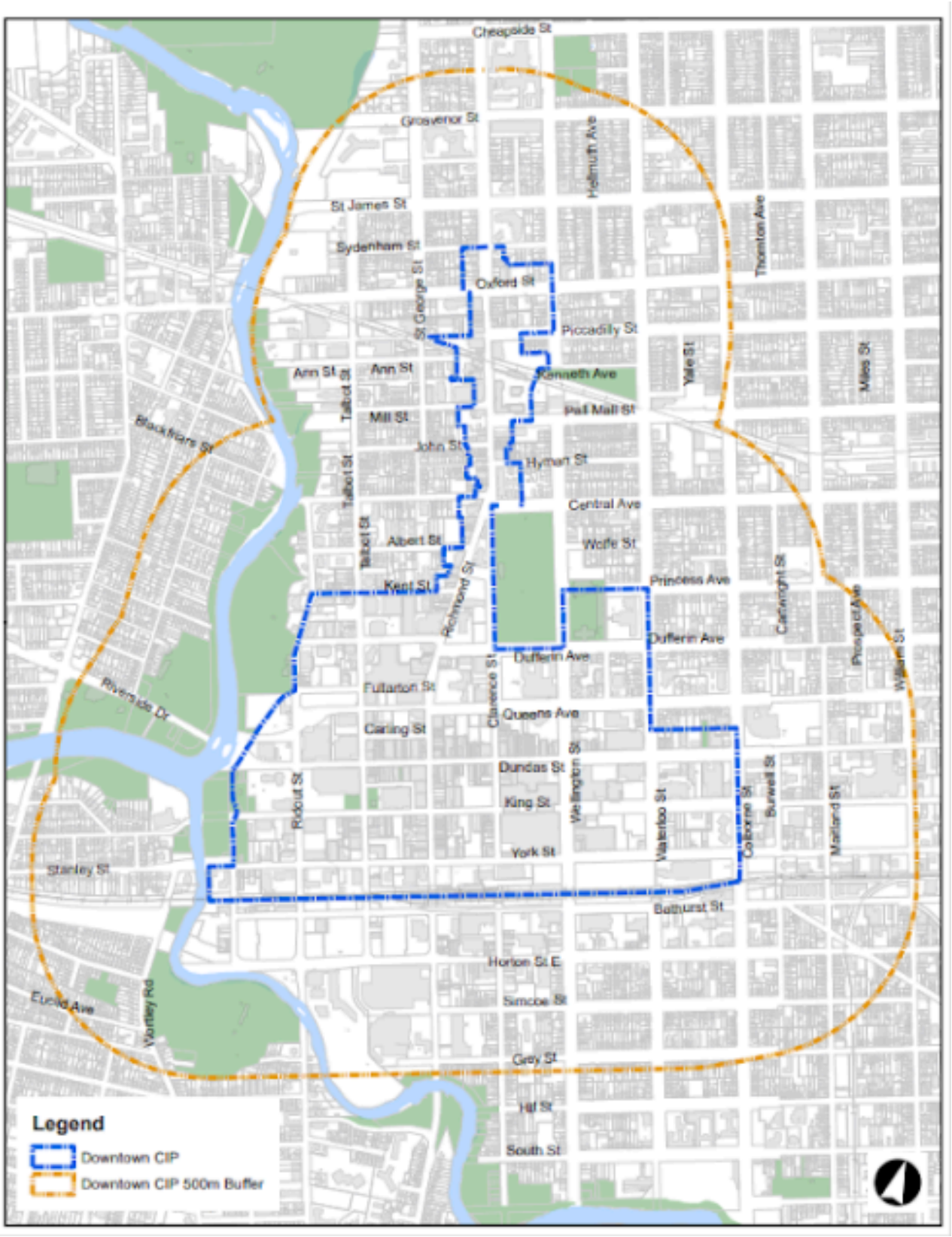
APPENDIX 4: FINANCIAL MODELLING

Table 2: Pro Forma Scenario – With Full Incentives

Down Payment	$393,412.5	$1,311,375	$2,819,089.3	$6,462,857.1
Total Developer Cost	$536,509.4	$1,788,364.5	$3,832,209.6	$8,605,940.6
Construction Grant	$605,250	$2,017,500	$4,323,214.3	$9,942,857.1
New Construction Cost	$2,702,250	$9,007,500	$19,301,785.7	$40,457,142.9
New Cost To Borrow	$143,096.9	$476,989.5	$1,022,120.4	$2,143,083.4
Other Soft Costs	$49,612.50	$165,375	$354,365	$756,000
New Total Project Cost	$2,894,959.4	$9,649,864.5	$20,678,281.1	$43,356,226.3
Annual Revenue	$315,000	$1,050,000	$2,250,000	$4,800,000
Gross Revenue (after loan)	$171,903.1	$573,010.5	$1,227,879.6	$2,656,916.6
ROI (bank financing)	8.9%	8.9%	8.9%	9.2%
Developer Leveraged ROI	32%	32%	32%	30.9%
Viability	Viable	Viable	Viable	Viable

Table 2 introduces two financial incentives which reduces the project cost. The construction conversion grant has a leveraged effect of reducing the financial borrowing costs which further reduces the project costs. The pro forma shows the sensitivity of interest rates, as well as, incremental city soft costs. The waiver (elimination) of select city soft costs has a material impact on project viability.

APPENDIX 5: PROPOSED EXPANDED DOWNTOWN OTR-CFIP BOUNDARY



APPENDIX 6: EXPERT CONSTRUCTION COST OPINION

36 Northline Rd. Unit 3
Toronto, ON
M4B 3E2

May 13, 2024

To Whom it may concern,

Re: Office Conversion Cost vs. New Construction – City of London

Gillam Construction Group Limited is a multi-disciplinary construction management firm. We are writing to demonstrate the current market trends in cost as it relates to existing office to residential conversions. Generally speaking, converting an existing building versus building from the ground up is typically about 30% less.

As a range, we would typically see a conversion between $315 - $375 / sf with an assumed average cost of $350/sf. In a new building, the risk of unforeseen conditions is significantly reduced, and we would see a range of $425 - $500/sf depending on the finishes.

Please feel free to reach of if you have any.

Regards,

Chris Bell
Vice President - Preconstruction
Gillam Construction Group Ltd.
416-455-7336
cbell@gillamgroup.com

APPENDIX 7: EXPERT AIR QUALITY INCENTIVE PROGRAM OPINION

February 21st, 2024

via: Email

Urban Insights Inc.
Waterloo, Ontario

Attention: Ryan Mounsey
via: email ryanolivermounsey@outlook.com

Re: CIP City of London, Air Quality Improvements

Dear Ryan,

Regarding our discussions about introducing incentives for air quality improvement through the office to residential (OTR) conversion process.

It is Gillam's opinion that generally, the majority of the Mechanical equipment will need to be updated or replaced. Items such as Chillers and Boilers are often undersized when it translates from office to residential. Additionally, regarding HVAC servicing, at best, only main lines will remain such as a the Make Up Air (MUA) shaft. Lines that branch from the original supply line will need to be new. It is assumed that in most cases the building floors that are being converted will be stripped back to the exterior walls and all new rough ins will be required.

Based on the OTR scorecard, which will identify basic issues, such as windows and roofing and relying on the expert detailed Existing Building Reports any advantages for improved air quality will be managed during the design and construction phase of the conversion process.

Regards,

Jeff Collett GSC / LEAN
Project Director
Gillam
330 Trillium Dr, Unit E
Kitchener, ON N2E 3J2
C: 289-257-6676
jcollett@gillamgroup.com

APPENDIX 8: GENSLER OFFICE TO RESIDENTIAL BEST PRACTICE SUMMARY

Founded by Arthur (Art) Gensler, Gensler is a global architecture, design and planning firm with 53 locations across Asia, Europe, Australia, the Middle East, and the Americas. Gensler is headquartered in San Francisco, California and is the largest architecture firm in the world by revenue and number of architects. As one of its emerging areas of expertise, Gensler has developed an algorithm that accelerates the process of offices for residential conversions. Gensler has worked in several large cities and is considered an industry leader in the office-to-residential conversion field.

A summary of key findings is provided below and provide a framework for the City of London:

- Gensler has developed an Office to Residential Conversion Algorithm based on a weighted criteria of: 10% site context 30% building form 30% floor plate 10% envelope 20% servicing.
- Gensler has analyzed over 1,300 buildings in 130 cities.
- 30% of building will be suitable for conversion.
- The construction period for conversions is 50% less than equivalent ground-up buildings.

In addition to these findings, Gensler studies from other cities (case studies) include:

- San Francisco:
  - In 2022, studied 36 buildings in downtown San Francisco.
  - Found 12 candidates that rates well for conversion.
  - The ratio of buildings to possible candidates has been consistent.
- Toronto:
  - 70 office buildings have been assessed with 25-30% as candidates for conversion.

.

APPENDIX 8: GENSLER OFFICE TO RESIDENTIAL BEST PRACTICE SUMMARY

- City of Calgary:
  - Calgary had a vacancy rate approaching 35%.
  - Used algorithm to score 6 million square feet of buildings in the downtown.
  - To date, 5 office conversion projects are under construction and 10 more in development.
  - The office conversions will increase the residential units in the city's core by 24%.
  - Using data from CoStar, Gensler supported $75 per sq.ft. incentive program with zoning amendments to make conversions an easier process.
- Data reveals only 25% of buildings scored make for suitable candidates for conversion.
- Office conversion results in 30% lower cost than new construction.

Links:

- Gensler Office to Residential Services: https://www.gensler.com/office-to-residential-services
- Gensler findings: https://www.gensler.com/blog/what-we-learned-assessing-office-to-residential-conversions
- San Francisco Conversions: https://www.gensler.com/blog/office-to-residential-conversions-revitalize-san-francisco
- Toronto Conversions: https://toronto.urbanize.city/post/closer-look-genslers-ambitious-plans-office-residential-conversions
- Storeys Interview with Steven Paynter: https://storeys.com/steven-paynter-gensler-interview-office-residential-conversion-adaptive-reuse-algorithm/

APPENDIX 9 - ENGAGEMENT RESULTS

In order to guide the findings of the report, the consulting group required a better understanding of the issues, challenges and opportunities associated with developing property in Downtown London. Survey criteria pertained to the core areas of Downtown London including Old East Village and Midtown, while prospective sites were classified as B or C vacant office buildings.

Interviews with key stakeholders including real estate developers, community leaders and local government officials took place over a 2 week period of time. The goal of the interviews was to find innovative solutions to maximize the potential of these underutilized properties.

Interview Questions:

PROPERTY OWNER OFFICE TO RESIDENTIAL CFIP SURVEY

1. Do you have vacant office space?
2. How much square feet / floors of vacant space do you have?
3. How many buildings have vacant office space (if applicable)
4. What challenges do you have or face with vacant space?
5. What are your short and long terms plans for the vacant space:
6. What are your thoughts on converting office into residential:
   a. Not interested
   b. Want to learn more
   c. Interested
   d. Ready now
7. Are you willing to convert vacant space into residential?
8. How many units do you think can fit within this space?

APPENDIX 9 - ENGAGEMENT RESULTS

9. Do you see adding residential to the core area helpful to the core?
   a. Y
   b. N
   c. comments
10. What incentives would make this attractive to convert into residential (select all applicable):
   a. A technical study grant to determine if you building can be converted
   b. A cash grant to fund a portion of affordable housing conversion construction cost
   c. New energy efficiency / sustainability improvements
   d. Other
11. What minimum amount of funding would be helpful to convert vacant office into residential:
   a. Add value
   b. Do not know
   c. Would like to learn more
12. Do you think adding more people to your building would be helpful for your retail/ground floor space?
   a. Yes
   b. No
   c. Not applicable
13. You would like to be involved with future updates and engagements with the City of London Office to Residential CIP program.
   a. Yes, add email:
   b. No thank you

APPENDIX 9 - ENGAGEMENT RESULTS

Survey Responses:

Based on the collection of responses from key stakeholders, it is evident that vacancies are an increasingly common concern, with many respondents discussing the high vacancy rates among B and C buildings. Survey respondents also identified risks associated with renovating and repurposing older office buildings for residential use, recognizing the costliness of remodelling older buildings to meet current codes. There were also concerns that partial occupancy presents issues with development, as performing invasive construction causes disruption to tenants and office workers.

The safety concern of Downtown London was also heavily communicated, conveying that many potential residents are reluctant to live in a place they do not feel safe. Survey respondents noted that their short and long term plans involve conversions, however developmental costs, parking concerns and regulatory compliance with CMHC generates reluctance. The majority of respondents (64.3%) expressed willingness to convert vacant office spaces into residential units, but noted that they do not not have the resources or capacity at this time.

Respondents also mentioned affordability as a hindrance to conversion. Some developers stated their conversion capacities range from one to two commercial buildings with 150- 200 units. However, older buildings are much more difficult to convert from office to residential. Challenges include aged infrastructure, outdated HVAC systems, windows, floor plates, plumbing and parking.

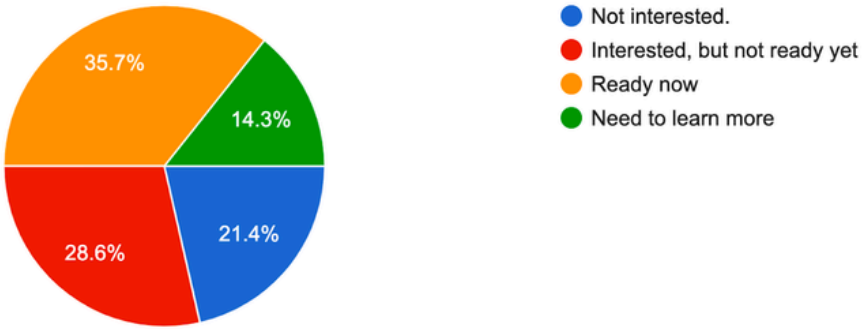
APPENDIX 9 - ENGAGEMENT RESULTS

In order to incentivize conversion from office to residential, survey respondents recommended the following:

- Grant-funded technical study to assess the feasibility of conversion.
- Cash grant to bridge the funding gap and make the project more financially feasible Municipality to fund a portion of conversion construction costs; cash grant would enable the project to succeed.
- For projects to gain momentum, many agree that improvements to energy efficiency would make this space more attractive to convert into residential.
- Endorsement to cover energy, development and tax costs.

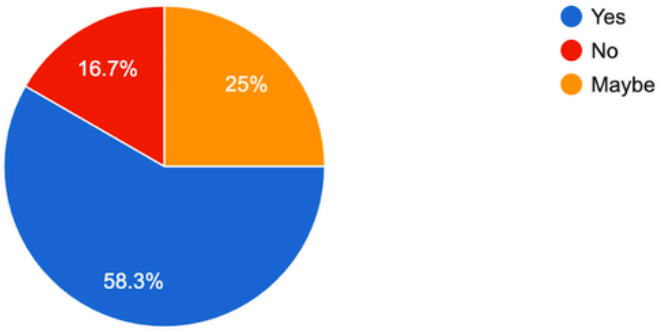
3a. Are you willing to convert vacant office space into residential units?

14 responses



Depending on the incentive, would you be interested in buying / acquiring a vacant building and convert into residential units? Y / N

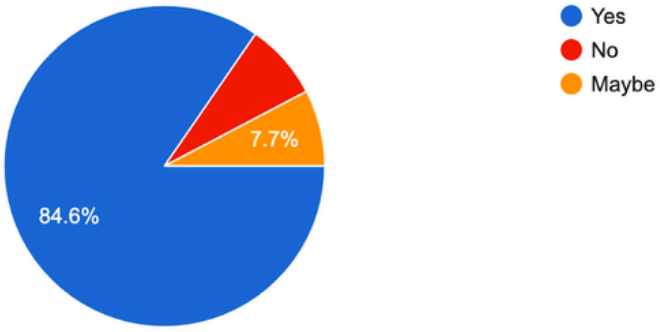
12 responses



APPENDIX 9 - ENGAGEMENT RESULTS

Do you think the a conversion program will be helpful to add vitality to the downtown?

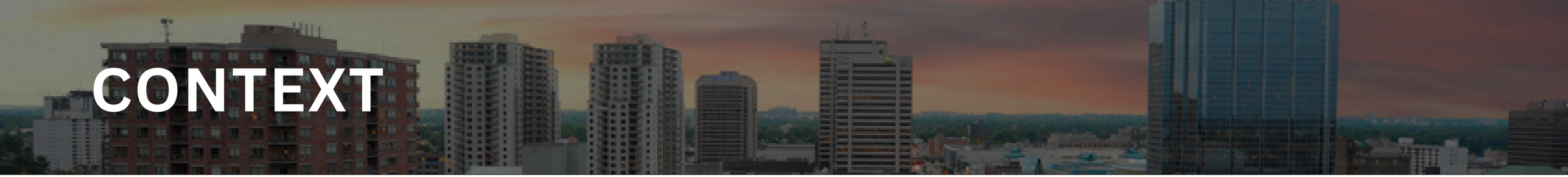
13 responses



CITY OF LONDON

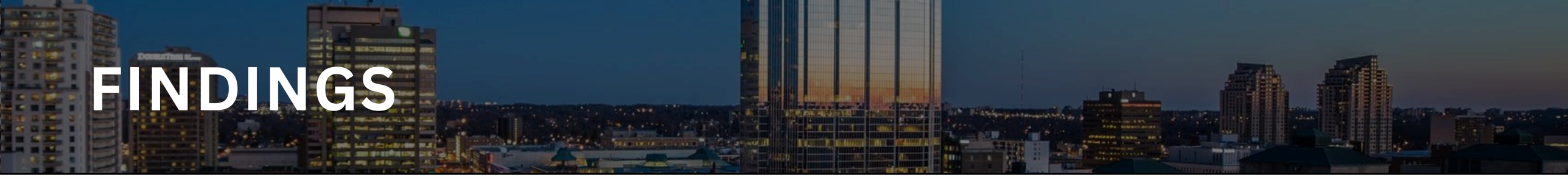
OFFICE-TO-RESIDENTIAL (OTR) CONVERSION FINANCIAL INCENTIVES PROGRAM(S) (OTR-CFIP)

JULY 2024



CONTEXT

- Rising (high) office vacancy rates
- Concentrated in downtown
- Class ‘B’ and ‘C’ oversupply with pandemic impacts
- Contracting office market (post pandemic)
- Adds to urban blight
- Emerging Office To Residential (OTR) trends



FINDINGS

- OTR Trends in major cities
- 20% office inventory as candidate sites (Gensler)
- Over 40 vacant sites in downtown London
- Theoretical 8 candidate sites
- Target 4-6 candidate sites (based on availability)
- Opportunity to update Downtown CIP with OTR Conversion Program – stay focused on Downtown CIP Boundary

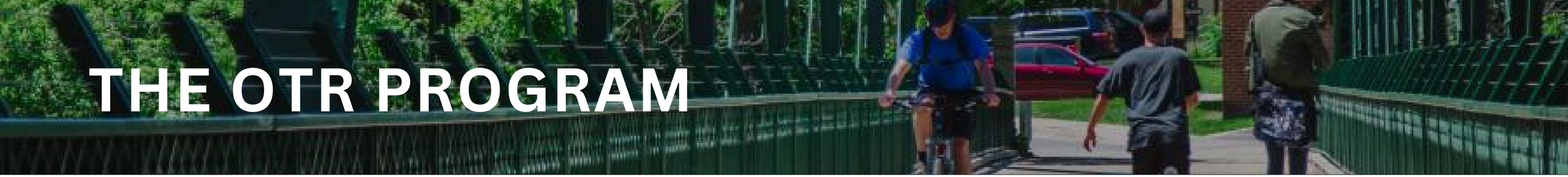
KEY ASSUMPTIONS

OTR Project Costs **20%** ↓ New Construction

- $350 per square feet conversion cost
- 700 square feet average unit size
- Average 1.68 person per unit

160,000 sq.ft. / 700 sq.ft. = 228 units
= 383 new people
= $56M in construction activity

- **$40,350 per unit = $32% ROI**



THE OTR PROGRAM

London OTR-CFIP has been organized into three distinct programs:

1. FEASIBILITY STUDY GRANT PROGRAM

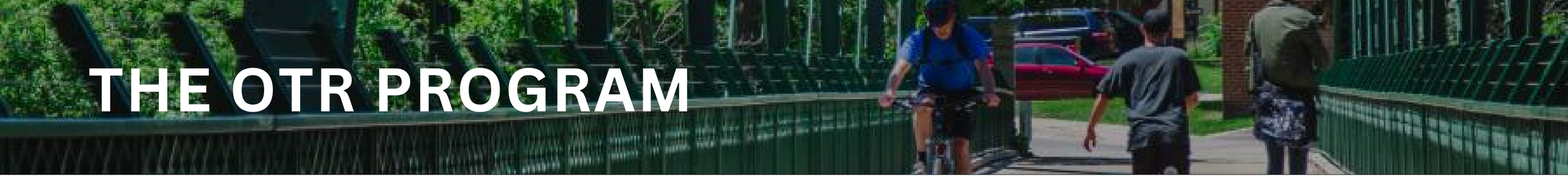
A grant to fund the cost of technical studies and reduce the risk associated with assessing the viability of converting office spaces into residential units.

2. CONSTRUCTION CONVERSION GRANT PROGRAM

Providing a grant to reduce the cost of construction (initial investment burden) to convert vacant office space into residential units.

3. APPLICATION FEE EXEMPTION PROGRAM

Providing a fee exemption for all planning, building permit and associated fees (e.g. parkland cash-in-lieu) to facilitate the London OTR-CFIP application process through a low-cost entry for property owners and adding to project viability.



THE OTR PROGRAM

- 3 steps for eligible project
- Feasibility study grant with up to $80k in study cost incentives using 8% of budget
- A maximum $40,350 per unit grant using 92% of budget
- To exempt application fees (which impact unit yield):
  - Site plan
  - Committee of Adjustment
  - Building
  - Parkland

	Program	Funding Allocation	Purpose	Funding Criteria
A.	Feasibility Study Grant Program	$800,000 (8%)	Funding towards a technical feasibility study grant program organized into Three Steps.	Maximum $80,000 per property (phased criteria guided by the Scorecard)
B.	Construction Conversion Grant Program	$9,200,000 (92%)	Funding towards construction and management costs for eligible projects.	Maximum $40,350* per unit (based on 228 unit target)
C.	Application Fee Exemption Program	$0.00 (0%)	A fee exemption to facilitate the OTR program and reduce costs to the project.	Foregone Revenue
Total		$10,000,000 (total)		

**The maximum funding potential is recommended to facilitate at least 228 OTR units.*

FEASIBILITY STUDY PROCESS

Step	Phase	Study	Target
1	Scorecard	To identify general building conditions and candidacy based on a Three-Star Scorecard.	$3,000
2	Phase 1 Studies	A second step to assess key building issues for conversion. If there are major issues, the project may not be viable to move to the next step.	
		Conceptual Floor Plan	$1,500
		Hazardous Materials	$10,000
		Geotechnical	$10,000
3	Phase 2 Studies	A more detailed assessment of key building functions and features that will impact project viability and success.	
		Structural Assessment	$15,000
		Mechanical and Electrical	$15,000
3	Phase 2 Studies	Fire Life Safety	$5,000
		Envelope and Energy	$12,000
		Elevators, Lifts and Escalators	$5,000
	Maximum Cap		±$80,000

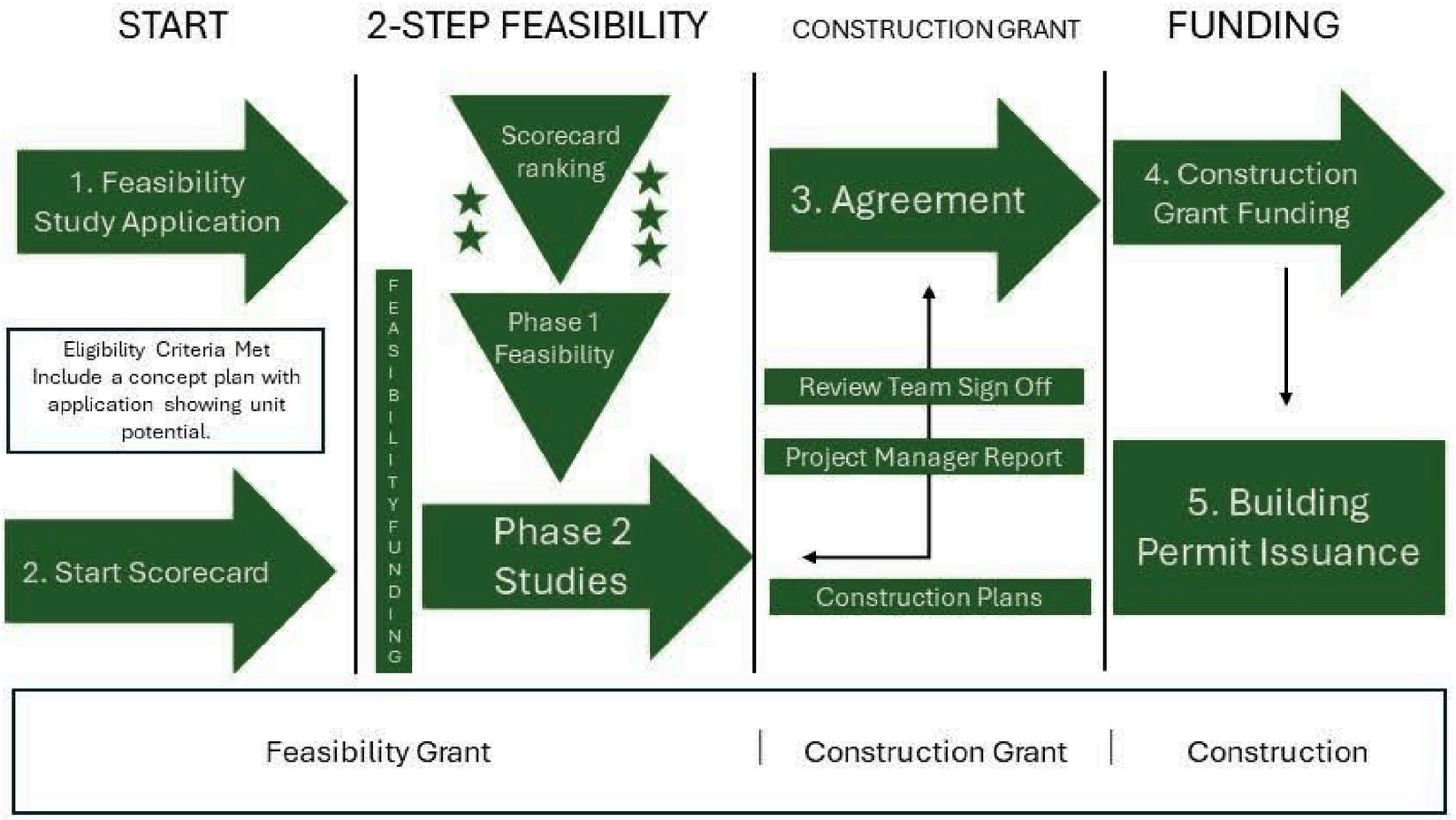
CITY CONTRIBUTION TO OTR: FEE EXEMPTION

CITY OF LONDON “TRIPARTITE” OTR CIP GRANT PROGRAMS

Fees	Applications	Fee	Amount (estimated)
Minor Variance	6	$1,782	$10,692
Site Plan	6	$1,485 + 74 per unit	$25,782 ($8,910+$16,872)
Parkland	228 units	1,250*	$285,000
Building Permit	6 (160,000 sq.ft.)	$3.54 sm	$52,620(160,000 sf = 14,864.5 sm)
Total	6	varies	±$374,094
			Equivalent to 9.3 units

**It is assumed the density will range between 75-150 uph for parkland fee calculation.*

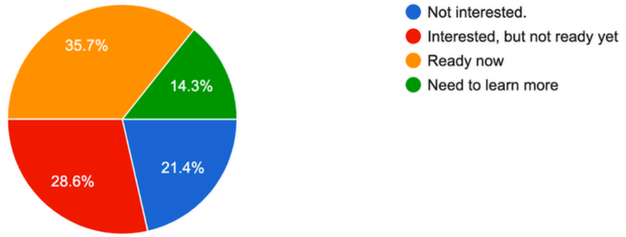
OTR-CFIP APPLICATION PROCESS



ENGAGEMENT

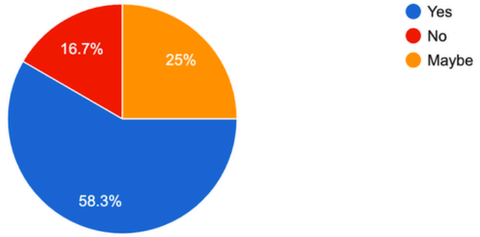
3a. Are you willing to convert vacant office space into residential units?

14 responses



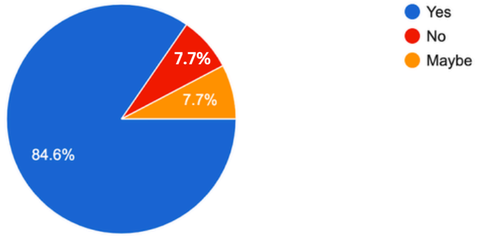
Depending on the incentive, would you be interested in buying / acquiring a vacant building and convert into residential units? Y / N

12 responses

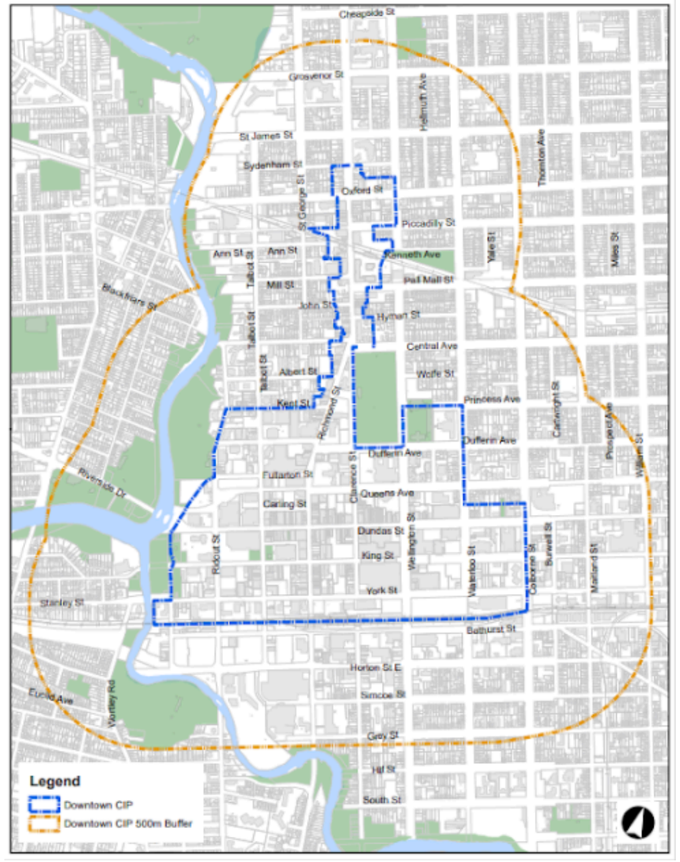


Do you think the a conversion program will be helpful to add vitality to the downtown?

13 responses



PROPOSED EXPANDED DOWNTOWN OTR-CFIP BOUNDARY



RECOMMENDATIONS

The City of London adopts the following recommendations provided in this Comprehensive Report for the Office-To-Residential (OTR) Conversion Financial Incentive Program(s) (OTR-CFIP):

- Update the Downtown CIP to support three new programs: Feasibility Grant Program; Construction Conversion Grant Program; and Application Fee Waivers.

- Waive application fees as outlined in the City of London Office-to-Residential (OTR) Conversion Financial Incentives Program(s) (OTR-CFIP) report.

- Amend the Parkland-Cash-In-Lieu Bylaw to exempt parkland dedication fees for any OTR-CFIP approved project.
- Monitor the Downtown OTR-CFIP on an annual basis and provide a report back to Municipal Council with updates and recommendations.

- Receive the London OTR-CFIP Brochure for information and implement the Communications Plan as presented in Appendix 2.

- Use the Conversion Report (as attached in Appendix 3) as the primary evaluation system to evaluate and recommend OTR-CFIP conversion projects to the satisfaction of the Project Review Team.

From: M. Wallace
Sent: Friday, July 12, 2024 9:10 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] Delegation request for Item 3.1 at PEC Incentizing Office to Residential Conversations in Downtown.

Hi Heather

I would like to request delegation status to the above item.

Mike

Mike Wallace
Executive Director
London Development Institute (LDI)

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: **Roman Catholic Episcopal Corporation of the Diocese of London Ontario (c/o Zelinka Priamo Ltd.)**
1 Fallons Lane
File Number: Z-9728, Ward 3
Public Participation Meeting
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Roman Catholic Episcopal Corporation of the Diocese of London Ontario (c/o Zelinka Priamo Ltd.) relating to the property located at 1 Fallons Lane:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Neighbourhood Facility (NF1) Zone, **TO** a Residential R8 Special Provision (R8-4(_)) Zone;

(b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
i) The Owner shall provide two (2) additional tree plantings along the Huron Street frontage in addition to the minimum requirements of the Site Plan Control By-law.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:
i) The recommended amendment is consistent with the Provincial Policy Statement, 2020 (PPS), which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
ii) The recommended amendment conforms to The London Plan, including, but not limited to the Key Directions, City Design and Building policies, the Neighbourhoods Place Type policies, and the Zoning to the Upper Maximum Height;
iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the context of the site and surrounding neighbourhood; and
iv) The recommended amendment support's Council's commitment to increase housing supply and affordability, and initiatives related to the Housing Accelerator Fund that will support the creation of affordable housing units.

Executive Summary

Summary of Request
The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the property from a Neighbourhood Facility (NF1) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Requested special provisions include a maximum height of 22.0 metres, maximum density of 182.5 unit per hectare, minimum front yard setback of

4.3 metres, minimum interior (east) side yard depth of 3.0 metres, and reduced bicycle parking spaces.

Purpose and the Effect of Recommended Action
Staff are recommending approval of the requested Zoning By-law Amendment with special provisions to permit the development of the 6 storey apartment building with **73 residential units** and 37 parking spaces.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Report to London Consent Authority – 1 Fallons Lane, B.016-24 – June 6, 2024

1.2 Planning History

A Consent Application was submitted in April of 2024, and conditionally approved by the London Consent Authority. The application sought to sever a lot with an area of 4,041.52m² and a lot frontage of 84.8m along Huron Street and retain a lot with an area of 11,172.0m² and a lot frontage of 59.9m along Fallons Lane to facilitate the proposed residential apartment building.

1.3 Property Description and Location

1 Fallons Lane is located on the northwest corner of the intersection of Fallons Lane and Huron Street within the Huron Heights Planning District. The site has a total area of approximately 1.52 hectares, with 59.9 metres of frontage along Fallons lane, and 145.62 metres along Huron Street. The subject lands are currently owned by the Roman Catholic Episcopal Corporation of the Diocese of London Ontario, and are occupied by the church building, a surface parking area, a manse (residence of the minister), associated garage, and a storage shed. Vehicular access is provided from Fallons Lane and Huron Street.

The surrounding neighbourhood includes an elementary school (École élémentaire catholique Ste-Jeanne-d'Arc) to the north; low density residential development in the form of single detached dwellings across Fallons Lane to the east; low density residential development in the form of single detached dwellings and low-rise apartment buildings to the south; and medium density residential development in the form of townhouse developments (Chisolm Place Housing Co-operative) to the west.

Fallons Lane is classified as a Neighbourhood Connector on Map 3 – Street Classifications of The London Plan. Fallons Lane is a two-lane road with sidewalks on both sides. Huron Street is classified as a Civic Boulevard on Map 3 – Street Classifications of The London Plan, with a traffic volume of approximately 13,000 vehicles per day. Huron Street is also a two-lane road with sidewalks on both sides, and access to LTC transit routes, with several bus stops located at the intersection of Huron Street and Sandford Street. Further, there is a pedestrian crosswalk provided across Huron Street at the intersection of Fallons Lane and Huron Street.

Site Statistics:

- Current Land Use: Place of Worship and associated surface parking lot

- Frontage: 59.9 metres along Fallons Lane
- Depth: 145.62 metres
- Area: 1.52 hectares (3.75 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Elementary School (École élémentaire catholique Ste-Jeanne-d'Arc)
- East: Low Density Residential (Single detached dwellings)
- South: Low Density Residential (Single detached dwellings)
- West: Medium Density Residential (Chisolm Place Housing Co-operative)

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type at the intersection of a Neighbourhood Street (Fallons Lane) and Civic Boulevard (Huron Street)
- Existing Special Policies: N/A
- Existing Zoning: Neighbourhood Facility (NF1) Zone

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

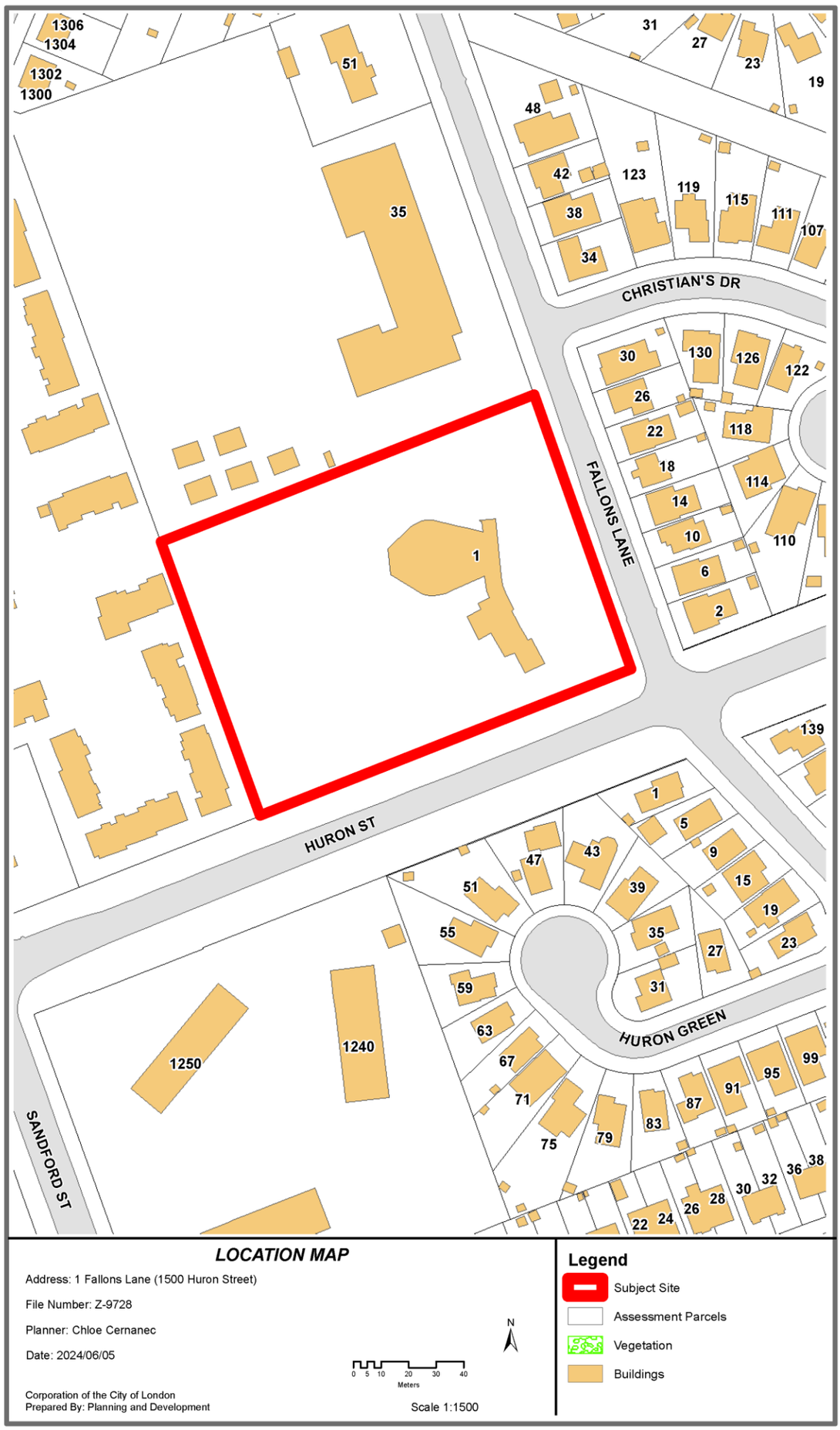


Figure 1- Aerial Photo of 1 Fallons Lane and surrounding lands

Figure 2 - Streetview of the southeast corner of 1 Fallons Lane (view looking West)

Figure 3 - Streetview of the southwest corner of 1 Fallons Lane (view looking North)

2.0 Discussion and Considerations

2.1 Development Proposal

A Consent application has been submitted and is currently under review by City staff. The proposed Consent would create a new lot in the southwest corner of the subject lands to accommodate the proposed apartment building, together with associated parking and landscaped open space. All current uses are proposed to continue on the retained lands.

The proposed development consists of a 6 storey apartment building with 73 dwelling units, landscaped areas, an outdoor amenity space, and 37 surface parking spaces (0.5 spaces per unit). The apartment building is intended to be entirely comprised of affordable housing units developed by St. Vincent DePaul. An outdoor amenity area is to be located northeast of the building, generally screened from the public, providing future residents with privacy from surrounding uses. A full movement vehicular access is proposed in the same general location as the existing access from Huron Street. A new walkway will be established parallel to the access driveway, providing convenient and safe pedestrian access to the building from Huron Street.

The proposed development includes the following features:

- Land use: Place of Worship (existing) and Residential (proposed)
- Form: Apartment building
- Height: 6 storeys (22.0m)
- Residential units: 73
- Density: 182.5 units per hectare
- Gross floor area: 1,100m^2
- Building coverage: 27%
- Parking spaces: 37 surface parking spaces
- Bicycle parking spaces: 26 long-term spaces, 5 short-term spaces
- Landscape open space: 39%
- Functional amenity space: 404m^2

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

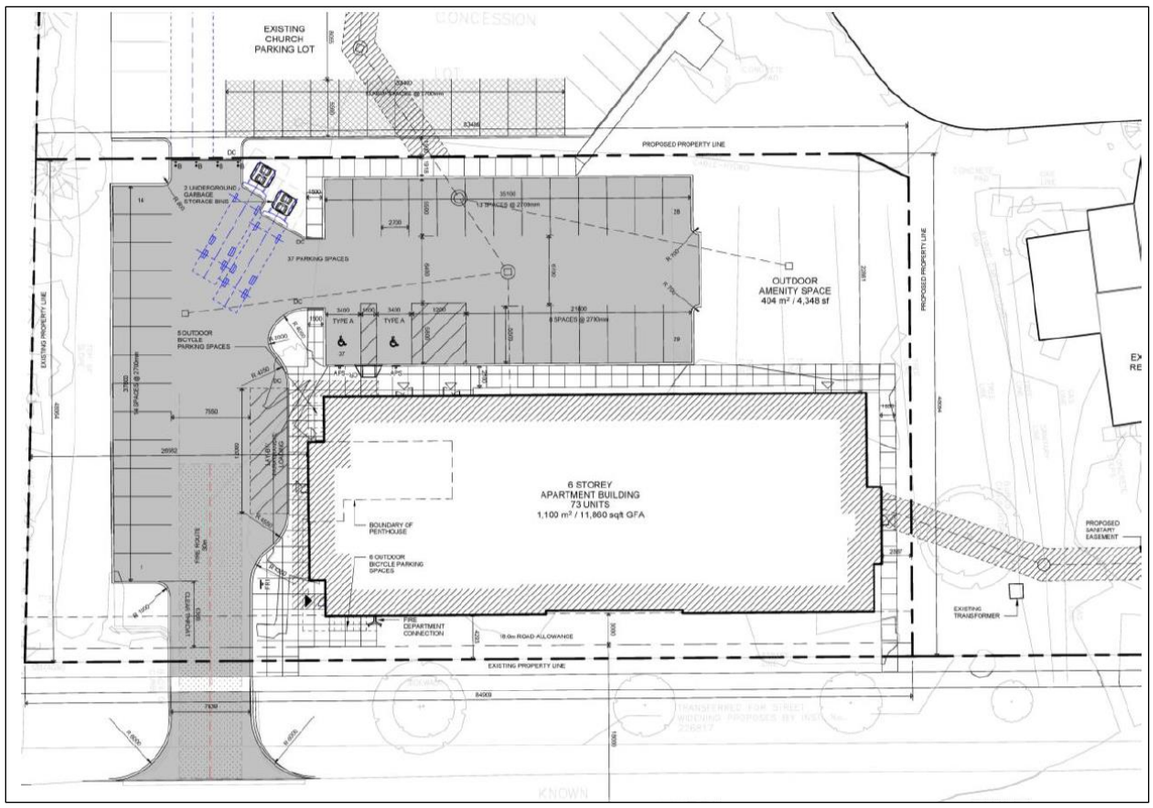


Figure 3 - Conceptual Site Plan (April 2024)

Figure 4 – Rendering of proposed building – view from Huron Street (April 2024)

Figure 5 – Rendering of proposed building – rear view (April 2024)

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

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Neighbourhood Facility (NF1) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

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

Regulation (R8-4)	Required	Proposed
Front Yard Setback (minimum)	7.0m	4.3m
Interior (East) Side Yard Setback (minimum)	7.2m	3.0m
Building Height (maximum)	13.0m	22.0m
Density (maximum)	75 units per hectare	182.5 units per hectare
Bicycle Parking Spaces (minimum)	Long-term = 66 Short-term = 8	Long-term = 26 Short-term = 5

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application; however, no major concerns were identified by staff.

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

2.4 Public Engagement

On May 16, 2024, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 23, 2024. A “Planning Application” sign was also placed on the site.

There was one (1) response received during the public consultation period in support of the proposed development. Detailed public comments are included in Appendix “E” of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

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, and accommodating an appropriate affordable and market-based range and mix of residential types (1.1.1.a) & 1.1.1.b)).

The proposed development meets the intent of the PPS policies by introducing a compact, mixed-use, residential high-rise development that would intensify an existing commercial centre in an area designated for commercial and residential uses.

The London Plan, 2016

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

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

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

The London Plan includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).

To provide certainty and to ensure that impacts of the additional height and density are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

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 contemplated in the Neighbourhoods Place Type on a Civic Boulevard in The London Plan (TLP, Table 10 – Range of Permitted Uses in Neighbourhood Place Type). It is noted that following the creation of the lot, the lot frontage would be deemed to be Huron Street, a Civic Boulevard. As such, the proposed use is in conformity with the policies of The London Plan.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (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 intensity conforms with Table 8 – Summary of Minimum and Maximum Heights by Place Type and Table 11 – Range of Permitted Heights in Neighbourhoods Place Type, which contemplates a minimum height of 2 storeys (8 metres), a standard maximum height of 4 storeys and an upper maximum height of 6 storeys. As a maximum height of 6 storeys is proposed in the presence of other 6-storey and mid-rise apartment buildings nearby, the proposed development is considered in keeping with The London Plan policies.

The residential intensification policies in The London Plan require intensification to be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability (TLP, Policy 937_). The London Plan defines residential intensification as development of a property at a higher residential intensity than currently exists (TLP, Policy 938_). Proposals for intensification are required to be appropriately located and fit well within the receiving neighbourhood (TLP, Policy 937_ and 940_).

When zoning to 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_).

Staff are of the opinion that the site is in an appropriate location for intensification, given its proximity to existing services and transit, while contributing to the ongoing need for apartment units and affordable units specifically.

4.3 Form

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (953_ 2, a. to f.).

All planning and development applications will conform with the City Design policies of The London Plan (TLP, 194_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP, 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (TLP, 252_ and 255_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP, 256_ & 269_).

The built form consists of a 6 storey (22.0 metre) residential apartment building oriented towards Huron Street. As proposed, the built form directs the height and intensity

toward a higher order street (Huron Street) (TLP, 918_13) with appropriate buffering and setbacks towards the existing residential uses to the east (TLP, 953_2). The proposed built form and massing have consideration for the adjacent low density residential uses and is appropriate within the context of the surrounding neighbourhood (TLP, 953_2).

Access to the subject lands is proposed via a driveway onto Huron Street, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP, 255_). As proposed, the parking is to be visually screened from the street, thereby encouraging a pedestrian oriented streetscape (TLP, 936_4).

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of London residents (TLP, 937_). Specifically, facilitating a development that supports aging in place, affordability, and the effective use of land in neighbourhoods (TLP, 193_7).

4.4 Zoning Provisions

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Neighbourhood Facility (NF1) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

Front Yard Depth – The applicant is requesting a special provision to permit a front yard depth of 4.3 metres, whereas a minimum of 7.0 metres is required. The reduced front yard setback is supported by the policies of The London Plan, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (The London Plan, 259_). Staff are supportive of the reduced front yard setback as the proposed building will create a human-scale relationship with the public realm that is comfortable for pedestrians.

Interior Side Yard Depth – The applicant is requesting a special provision to permit an interior (east) side yard setback of 3.0 metres, whereas a minimum of 7.2 metres is required. The requested easterly interior side yard setback provides a total building separation of 14.2 metres to the existing building and does not abut residential uses. Staff are supportive of the reduced setback, as the development maintains appropriate spacing between buildings to allow for sunlight, landscape buffering, and fencing.

Increased Height – The applicant is requesting a special provision to permit a maximum building height of 6 storeys, or 22.0 metres, whereas 13.0 metres is the maximum permitted. Staff are supportive of the increased height, as it is appropriate for the subject site given the street classification in Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type in The London Plan. Further, the site is located in proximity to other mid-rise apartment buildings therefore the proposed height aligns with existing context of the surrounding area.

Increased Density – The applicant is requesting a special provision to permit a maximum density of 182.5 units per hectare, whereas 75 units per hectare is the maximum permitted. The increased density will allow for the implementation of the proposed redevelopment, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character (TLP 918_13). Further, the proposed development is located in proximity of existing transit routes, which will support the use of transit by future residents. On this basis, staff are supportive of the proposed density of 182.5 units per hectare.

4.5 Affordable Housing

In the case of rental housing, The London Plan defines *affordable housing* as either; “a) A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or b) A unit for which the rent is at or below

the average market rent of a unit in the City of London" (TLP, 1795_). For the purposes of this application, the proposed affordable housing development aims to supply housing at lower-than-average rent which will contribute to the range of options for housing affordability in a well-connected neighbourhood with convenient access to employment opportunities, recreational areas and goods and services within walking distance.

Confirmation of the number of units and any City funding provided to support the development would be addressed through a future municipal contribution agreement. Contact has been made by the applicant with the City's Municipal Housing Development group who administer funding and associated agreements to support affordable housing.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Neighbourhood Facility (NF1) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit the development of a 6 storey apartment building containing 73 residential units.

Prepared by:	**Chloe Cernanec** **Planner, Planning Implementation**
Reviewed by:	**Catherine Maton, 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 Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1 Fallons Lane.

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 1 Fallons Lane, as shown on the attached map **FROM** a Neighbourhood Facility (NF1) Zone, **TO** a Residential 8 Special Provision (R8-4(_)) Zone.

2. Section Number 12.4 of the Residential R8-4 Zone is amended by adding the following Special Provisions:

   R8-4(_) 1 Fallons Lane

   a. Regulations

      i) Front Yard Depth (min) – 4.3 metres

      ii) Interior (East) Side Yard Setback (min) – 3.0 metres

      iii) Building Height (max) – 22.0 metres

      iv) Density (max) – 182.5 units per hectare

      v) Bicycle Parking Spaces (min) – 26 long-term spaces and 5 short-term spaces

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.

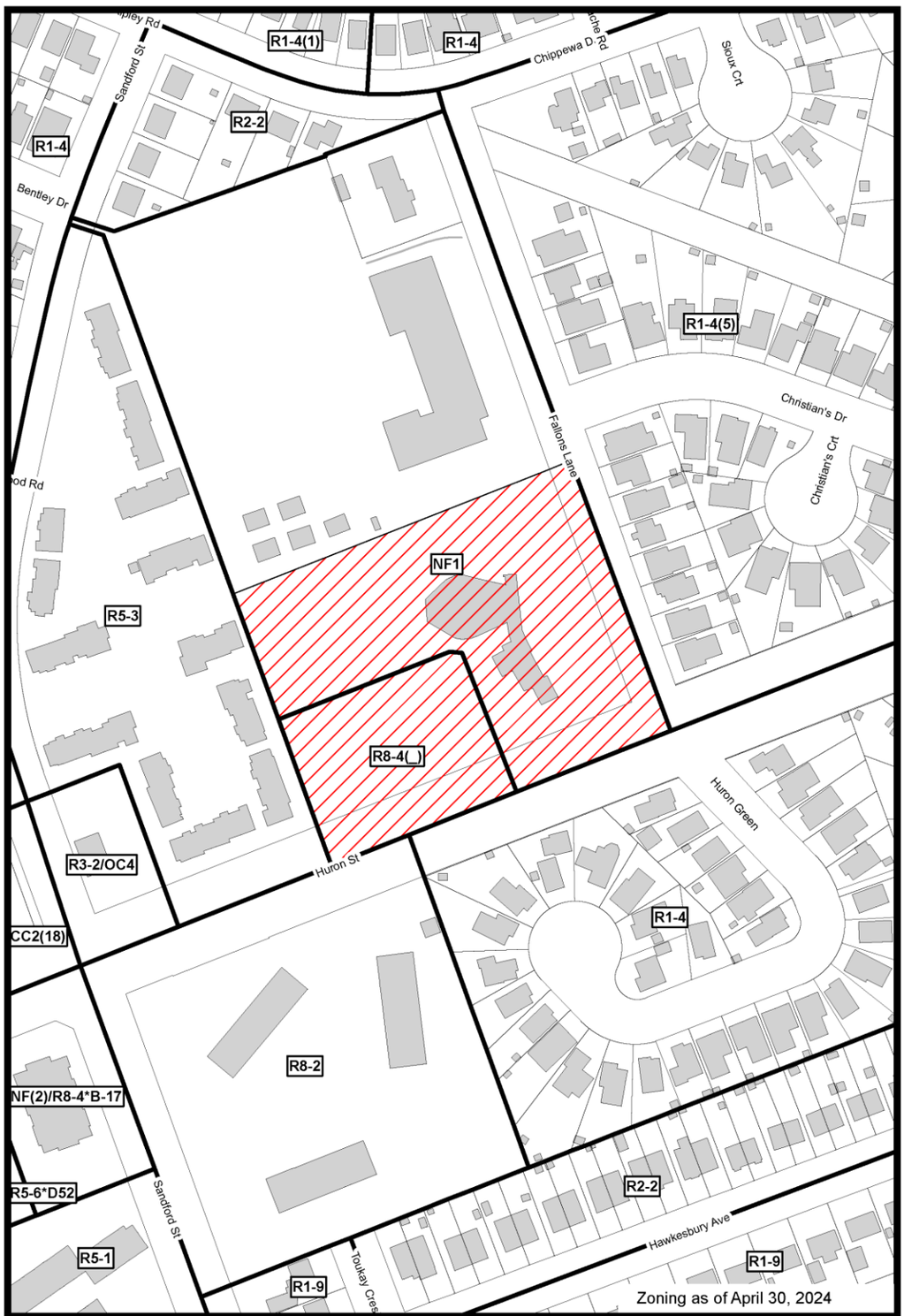
PASSED in Open Council on August 27, 2024, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – August 27, 2024
Second Reading – August 27, 2024
Third Reading – August 27, 2024

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



File Number: Z-9728

Planner: CC

Date Prepared: 2024/06/05

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE

1:2,000

0 10 20 40 60 80 Meters

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Institutional
Frontage	104.84 metres (Fallons Lane)
Depth	144.82 metres (Huron Street)
Area	1.5 hectares (3.7 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Institutional (École Elémentaire Catholique Sainte-Jeanne-d'Arc)
East	Residential (single detached dwellings)
South	Residential (mid-rise apartment buildings, housing co-operatives, and single detached dwellings)
West	Residential (townhouses and single detached dwellings)

Proximity to Nearest Amenities

Major Intersection	Huron Street & Sandford Street, 105 metres
Dedicated cycling infrastructure	Huron Street – bike lane, 100 metres
London Transit stop	Huron Street – LTC stop, 145 metres
Public open space	Stronach Park, 470 metres
Commercial area/use	Highbury Avenue North & Huron Street Commercial Plaza, 940 metres
Food store	Walmart, 1,245 metres
Primary school	École Elémentaire Catholique Sainte-Jeanne-d'Arc, 245 metres
Community/recreation amenity	Stronach Arena & Community Centre, 470 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, fronting a Civic Boulevard
Current Special Policies	N/A
Current Zoning	Neighbourhood Facility 1 (NF1) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R8 Special Provision (R8-4(_)) Zone

Requested Special Provisions

Regulation (R8-4)	Required	Proposed
Front Yard Setback (minimum)	7.0m	4.3m
Interior (East) Side Yard Setback (minimum)	7.2m	3.0m
Building Height (maximum)	13.0m	22.0m
Density (maximum)	75 uph	182.5 uph

C. Development Proposal Summary

Development Overview

The purpose and effect of the recommended action is to permit the development of a 6-storey apartment building consisting of 73 apartments proposed for affordable units. An outdoor amenity area is to be located northeast of the building, generally screened from the public, providing future residents with privacy from surrounding uses. Surface parking areas will be located to the west and north of the building, and vehicular access will be in the same general location as the current access off of Huron Street. A new walkway will be established parallel to the access driveway.

Proposal Statistics

Land use	Residential
Form	6 storey apartment building
Height	6 storeys (22.0 metres)
Residential units	73
Density	182.5 uph
Gross floor area	1,100m^2
Building coverage	27%
Landscape open space	39%
Functional amenity space	404m^2
New use being added to the local community	No

Mobility

Parking spaces	37 surface parking spaces
Vehicle parking ratio	0.5 spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	31 parking spaces total
Secured bike parking ratio	0.4 spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environmental Impact

Tree removals	9
Tree plantings	32 (potential)
Tree Protection Area	No
Loss of natural heritage features	NA
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	NA
Green building features	Unknown

Appendix C – Additional Plans and Drawings

Building Rendering: southwest corner view along Huron Street

Appendix D – Internal and Agency Comments

Upper Thames River Conservation Authority – Received May 15, 2024

- The subject lands are not affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act.*

Site Plan – Received May 30, 2024

Major Issues

- none

Matters for OPA/ZBA

- Special provisions required for front yard depth, interior side yard depth, height, density, **long-term bicycle parking and short-term bicycle parking.**

Matters for Site Plan

- Site Plan Application SPA24-030 has been received and is under active review. Site plan matters will be addressed through the site plan process.

To note: the proposed development parcel has been assigned a draft address of 1500 Huron Street, which will be used in all site plan matters going forward.

Heritage – Received May 22, 2024

- I have received and reviewed the Stage 1-2 Archaeological Assessment as well as the Ministry's clearance for this application. This is to confirm that the archaeological matters have been addressed.

Parks – Received May 24, 2024

Major Issues

- None.

Matters for OPA/ZBA

- None.

Matters for Site Plan

- Parkland dedication is not required as per Section 4.2 1.2 of the Planning Act which states that a by-law passed under this section does not apply to non-profit housing development defined in subsection 4.2 (1) of the Development Charges Act.
- The applicant is to provide a letter of confirmation of non-profit status per the Act as provided below:

<u>Planning Act:</u>

Exception, non-profit housing development
(1.2) A by-law passed under this section does not apply to non-profit housing development defined in subsection 4.2 (1) of the Development Charges Act, 1997. 2022, c. 21, Sched. 9, s. 12 (4).

<u>Development Charges Act:</u>

Exemption for non-profit housing development

Definition

4.2 (1) In this section,

"non-profit housing development" means the development of a building or structure intended for use as a residential premises and developed by,

(a) a corporation to which the Not-for-Profit Corporations Act, 2010 applies, that is in good standing under that Act and whose primary object is to provide housing,

(b) a corporation without share capital to which the Canada Not-for-profit Corporations Act applies, that is in good standing under that Act and whose primary object is to provide housing, or

(c) a non-profit housing co-operative that is in good standing under the Co-operative Corporations Act. 2022, c. 21, Sched. 3, s. 4.

Urban Design – Received May 29, 2024
Major Issues:

- This site is located within the Neighbourhoods Place Type, along a Civic Boulevard in The London Plan, which generally contemplates the proposed use and height. Urban Design are supportive of the proposed development and commend the applicant for proposing a site layout and building design which incorporates locating the building close to the public street, for providing a robust network of pedestrian connections into and through the site, and for providing a highly distinguishable and articulated principal building entrance close to the public street.

Matters for ZBA:

- Urban Design is supportive of the special provisions proposed for the R8-4(_) zone and has no further concerns as all of our previous comments have been addressed.

Matters for Site Plan:

- The following comment was provided through the Site Plan Application process:
    - Explore opportunities to provide increased transparent glazing (more / larger windows) on the ground floor facing Huron Street to allow for increased passive surveillance into the public realm. *[TLP Policy 291]*

Landscape Architecture – Received May 17, 2024
Major Issues

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

Matters for OPA/ZBA

- No boundary trees were identified on the tree preservation plan.

Matters for Site Plan

- The inventory captured 52 individual trees including a number of recently planted trees under 10cm dbh; 9 to be removed from subject site due to direct conflict with proposed construction. Replacement trees to be recommendation to Site Plan Review based on total dbh removed. **141** cm dbh is proposed for removal, in accordance with LP Policy 399**, 14** replacement trees are required. However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end **0 replacement** trees would be required.

Ecology – Received June 6, 2024

- No concerns.

Engineering – Received June 21, 2024
Engineering has no comments for this zoning application. Please note that we are concurrently reviewing site plan application SPA24-030 1500 Huron Street (formerly 1 Fallons lane).

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

FYI-The Owner shall register on title of the severed and retained lands, easements and joint use and maintenance agreements, for accesses and shared private services (if required) over the severed and retained parcels.

- **FYI-**If required, the Owner shall register on title of the subject lands, an appropriate easement and maintenance use agreement for the shared private driveway between the severed parcel and 1 Fallons Lane, all in accordance with the reference plan accepted by the City.

- **FYI-**A letter of undertaking to be provided by the current property owner to confirm that if shared services are proposed, an Environmental Compliance Approval (ECA) issued by the Ministry of Environment, Conservation and Parks (MECP) shall be obtained for the subject lands.

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sewer on Fallons Lane, City drawing no. 11838 shows related information. As a condition of the severance, a private servicing easement and/or joint use and maintenance agreement was previously required by SED and registered on title of properties regarding provisions of independent sanitary servicing. I was under the assumption this apartment building would get an easement over the adjacent lands but have independent servicing which would be preferred to avoid shared mixed servicing.
- Based on the engineering drawings provided, the proposed apartment is connecting internally to the existing private sewer for the Church and should field verify which may require CCTV inspection that the existing internal private sewer and PDC connection is adequate for the proposed additional flows.
- If the internal private sewer or PDC cannot be certified by the applicants engineer that it is adequate for the additional flows, then a new PDC and private sewer will have to be constructed which should have independent servicing from the church with the appropriate easements in place.

Water:

- Water is available from the 300mm municipal watermain and the 600mm Steel municipal watermain on Huron St. However, the submitted site plan application identifies that two separate easements will be taken – one for stormwater servicing, and one for sanitary over the retained lands out to Fallons Lane in favour of the severed land. It is Water Engineering's preference that the applicant also obtain a water easement (or one general Municipal Services easement wide enough for all three) over the retained land such that they have the ability to extend their water service to connect to the **300mm CI watermain on Fallons Lane**.
- A water servicing report will be required to address the domestic demands, fire flows, water quality (adequate turnover) and resulting pressures based on connection to the 300mm watermain on Fallons Lane as the source.
- The proposed apartment building development is to be serviced by their own individual water service.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- All new water servicing is to be designed and constructed in accordance with City Standards.

Stormwater:

- As per as-constructed sheet 11839, the site is tributary to the existing 300mm storm sewer on Fallons Lane at a C 0.65. For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. The consultant is to investigate the existing servicing layout of the property and provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure appropriate SWM controls are proposed to achieve the release targets. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of medium/high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.

- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 3a, therefore the following design criteria should be implemented:
    i. the flows from a site being developed are to be restricted to those flows which were allowed for the site in the design of the receiving storm sewer; and,
    ii. the major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the 250-year storm event; and,
    iii. 100% of quality and erosion controls are to be provided for the lands to be developed, as per the applicable Subwatershed Study.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devises, along with the required inspection maintenance hole.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The Owner 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.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage. The consultant is encouraged to make use of rooftop storage via drain controls.
- 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. 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 standards and requirements. This plan is to include measures to be used during all phases of construction and clearly communicated on engineering drawings. Any supportive design information may be included in the Storm/Drainage Servicing Report.

Transportation:

- A 6m x 6m daylight triangle is required at the intersection. No other widening requirements.
- Detailed comments regarding access design will be made through the site plan process.

Appendix E – Public Engagement

Community Engagement:

Notice of Application - On May 16, 2024, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on May 23, 2024. A “Planning Application” sign was also placed on the site.

There was one response received during the public consultation period.

Public Comment #1 – Logan Predy

Hi there,

Just saw the planning application sign go up for this new apartment building so I thought I’d submit my input as a resident of [REDACTED].

My wife and I think it’s an excellent idea and addition to the neighbourhood. We are proud that the church is ceding some of its property to allow for much needed housing stock to be built.

We have some NIMBY neighbours here who seem opposed to the development in some kind of strange principle, but I’m actually surprised at how small of a footprint the proposed building is going to have.

My only question would be what percentage of the units are set to be properly affordable and what “affordable” would mean in this case. Also how many wheelchair accessible units they’re being required to have. Affordable and accessible units are areas of immense need in London and we’d hope that those are large and present concerns for the city when approving new builds like this.

Thanks and hope you have a great long weekend,

-Logan Predy

Public Comment #2 – Liz Norris

Good afternoon everyone. My name is Liz Norris. I'm here today with some tenants from [REDACTED]. We're the property that's [REDACTED]. First and foremost I'd like to say we're not **NIMBY** neighbours, we're **YIMBY** neighbours with a few important questions/concerns.

1. **Traffic** during construction on Huron and Cheapside. Due to the Oxford/Highbury construction,Huron and Cheapside have become the de facto cut throughs to avoid this major construction. Huron is normally quite busy and now it's even worse between 3-6. Cheapside is the same now. Some days it's taken me 9 light cycles to turn left onto Highbury from both Cheapside and Huron. Most often the traffic is backed up past Fallon's Lane during this time of day. On the weekends when the church parking lot is pretty full. Cars leaving the parking lot from the Huron exit, take quite a bit of time to get out into traffic, leaving many cars idling for a long time.

We were told privately after our meeting that the church plans on putting in a berm to avoid cut through traffic. **We'd like a commitment from the church that this will happen in a timely fashion.**

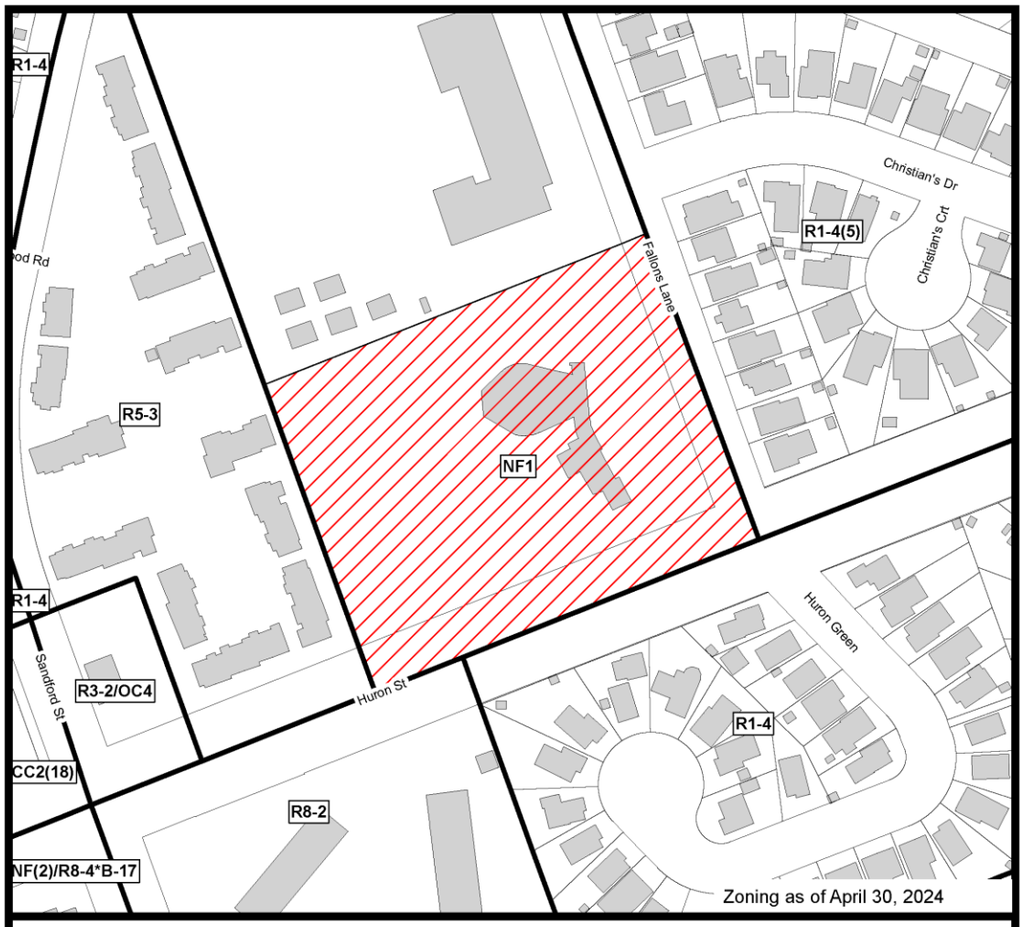
2. We’ve had many **power surges** lately and a few major power outages over the last few years, as well as issues with internet service. Will the city be doing power/ communication and infrastructure upgrades as well, or are you just tying in to the existing overloaded one? This could be a problem

3. **Drainage** - What are the plans for drainage? **We're worried about our backyards being flooded**. They're confident that drainage won't be an issue. **We're not confident with the answer given.** There's one catch basin on the new property. The apartment will only have one. Not sure if the building will be on top of it when it's built. There's no curbs or gutters on Huron between Fallon's and the property line?

With that being said we're requesting that this plan be put on pause until these concerns can be addressed and the Oxford and Highbury construction is complete.

Appendix F – Relevant Background

Zoning By-law No. Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: NF1

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

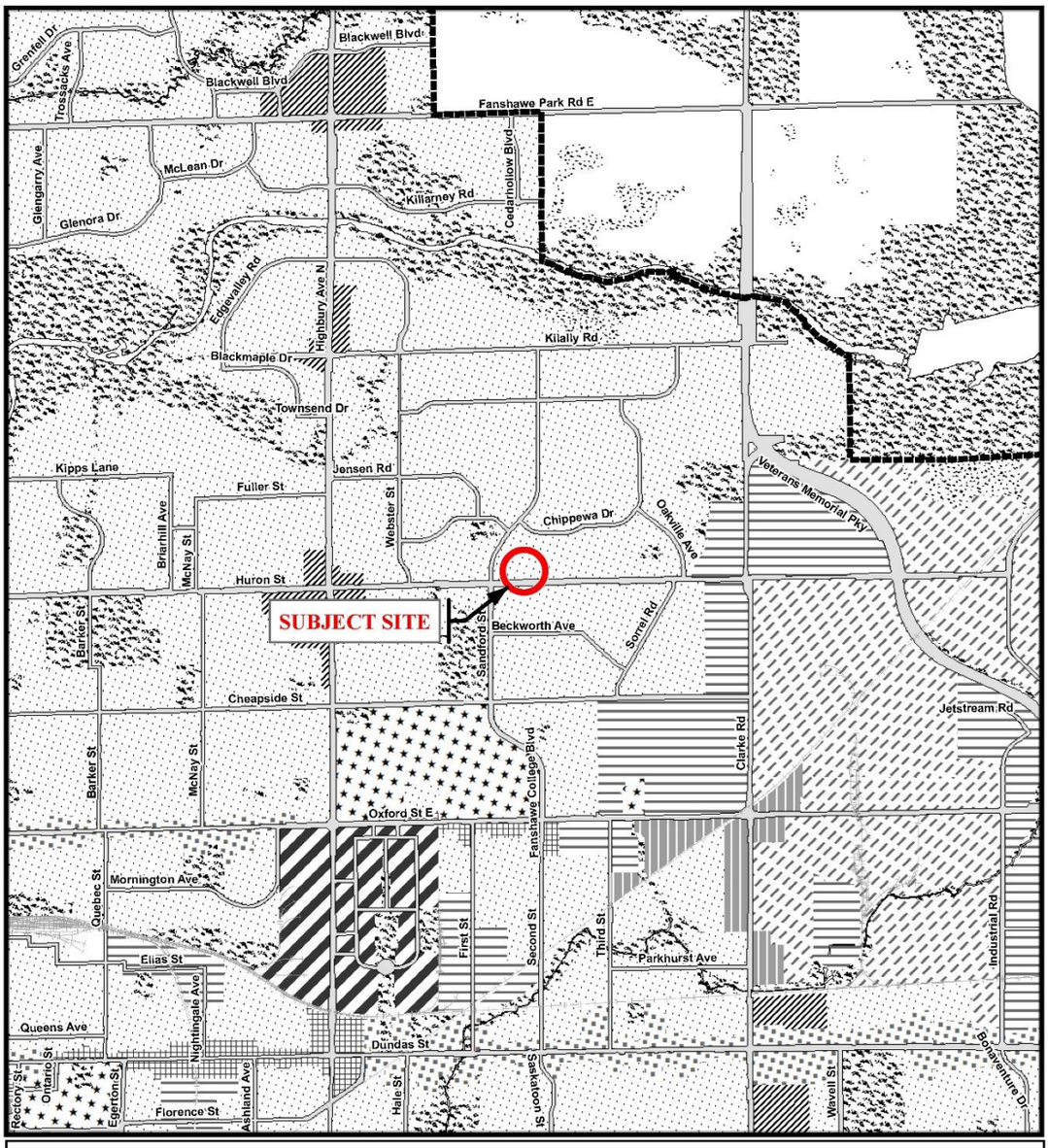
ZONING
BY-LAW NO. Z.-1
SCHEDULE A

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

FILE NO: Z-9728 CC

MAP PREPARED: 2024/06/05 RC

1:2,000
0 10 20 40 60 80 Meters



Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9728
Planner:	CC
Technician	RC
Date:	2024/6/5

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9728-EXCERPT_Map1_PlaceTypes.mxd

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 1 Fallons Lane.

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 1 Fallons Lane, as shown on the attached map **FROM** a Neighbourhood Facility (NF1) Zone, **TO** a Residential 8 Special Provision (R8-4(_)) Zone.

2. Section Number 12.4 of the Residential R8-4 Zone is amended by adding the following Special Provisions:

   R8-4(_) 1 Fallons Lane

   a. Regulations

      i) Front Yard Depth (min) – 4.3 metres

      ii) Interior (East) Side Yard Setback (min) – 2.9 metres

      iii) Building Height (max) – 22.0 metres

      iv) Density (max) – 182.5 units per hectare

      v) Bicycle Parking Spaces (min) – 26 long-term spaces and 5 short-term spaces

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 July 23, 2024, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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**
3614, 3630 Colonel Talbot Road and 6621 Pack Road
File Number: Z-8720, Ward 9
Public Participation Meeting
Date: **July 16, 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 property located at 3614, 3630 Colonel Talbot Road and 6621 Pack Road:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone, **TO** a Residential R1 Special Provision (R1-4(_))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(*)/R9-5(*)) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and an Open Space (OS1) Zone.

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

i) The recommended amendment is consistent with the *PPS 2020*;
ii) The recommended amendment conforms to The London Plan;
iii) The recommended amendment conforms to the Southwest Area Secondary Plan; and,
iv) The recommended amendment will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.

(b) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting;

(c) The Site Plan Approval Authority **BE REQUESTED** to consider the following:

i) provision of short-term public bicycle parking in the development of each block through the site plan process;

ii) street oriented design and safe and accessible pedestrian connections

(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 (File No. 39T-16509), prepared by Sifton Properties Limited, Drawing No. 1, dated October 25, 2023, which shows a draft plan of subdivision consisting of twelve (12) single detached lots (Lots 1 to 12), five (5) medium density residential blocks (Blocks 13 to 17), one (1) parkland block (Block 18), one (1) school/medium density residential block (Block 19), one (1) future development block (Block 20), and six (6) road widening and reserve blocks, all serviced by three (3) new streets (Street A, B and C).

Executive Summary

Summary of Request

The Applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a Residential R1 Special Provision (R1-4(_))Zone; Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(_)/R9-5(*)) Zones; a Neighbourhood Facility, Residential R4, R5, R6, R7 and R9 Special Provision (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and, an Open Space (OS1) Zone.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments to permit the development of a residential subdivision comprised of single detached residential development, medium density residential development, and open space with potential for a school block. The Zoning By-law Amendment and proposed Draft Plan of Subdivision could contribute **approximately 347 to 383 residential units** to the residential market in London.

Linkage to the Corporate Strategic Plan

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

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Consent Approval Authority – 6621 Pack Road B.046/01 – June 18, 2001

1.2 Planning History

The subject lands were part of the Town of Westminster prior to the expansion of City boundaries and annexation in 1993. After annexation, the lands were designated Urban Reserve – Community Growth. Applications for Minor Variances and Consents were submitted in 2001. The Minor Variance was withdrawn, and the Consent was granted approval on June 18th, 2001, to permit a utility easement.

The lands are now subject to the *Southwest Area Secondary Plan (SWAP),* and more specifically the policies for the North Lambeth Residential Neighbourhood. *SWAP* was approved by the Ontario Municipal Board on April 29, 2014, and is intended to provide a comprehensive land use plan, servicing requirements and servicing strategy for the lands south of Southdale Road, east of the Dingman Creek and north of the Highway 401/402 corridor. The subject lands are designated as Medium Density Residential under *SWAP*.

1.3 Property Description and Location

The subject site consists of a portion of 3614 and 3630 Colonel Talbot Road, and all of 6621 Pack Road. There is an existing single detached dwelling and detached garage on 3630 Colonel Talbot Road, there are no buildings on 3614 Colonel Talbot Road, and there are a single detached dwelling, a small barn, and a shed on 6621 Pack Road. The sites are primarily used for agricultural purposes, with a slightly rolling topography from

north to south. To the north of the site is an existing and developing residential subdivision (Talbot Village), which is predominantly single detached dwellings; to the east is vacant agricultural lands; to the west is several single detached dwellings (on the east side of Colonel Talbot Road), and a developing subdivision (Silverleaf), with multi-family medium density development proposed on the west side of Colonel Talbot Road; and vacant lands to the south, with a proposed Plan of Subdivision (39T-17503 – W3 Farms).

Both Colonel Talbot Road and Pack Road are classified as a Civic Boulevard in *The London Plan*. There are three (3) wetlands within the subject area – one is located on 6621 Pack Road and the other two are located on 3614 Colonel Talbot Road.

1.4 Current Planning Information:

- The London Plan Place Type: Neighbourhoods, Civic Boulevards
- Existing Zoning: Urban Reserve UR4

1.5 Site Statistics:

- Current Land Use: 6621 Pack Rd – single detached dwelling; 3614 and 3630 Colonel Talbot Road – vacant/farm
- Frontage – 206.8 metres (678 feet) (Colonel Talbot Rd); 211.5 metres (693 feet) (Pack Rd)
- Depth – approx. 270 metres (885 feet)
- Area – 9.55 hectares (23 acres)
- Shape: irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

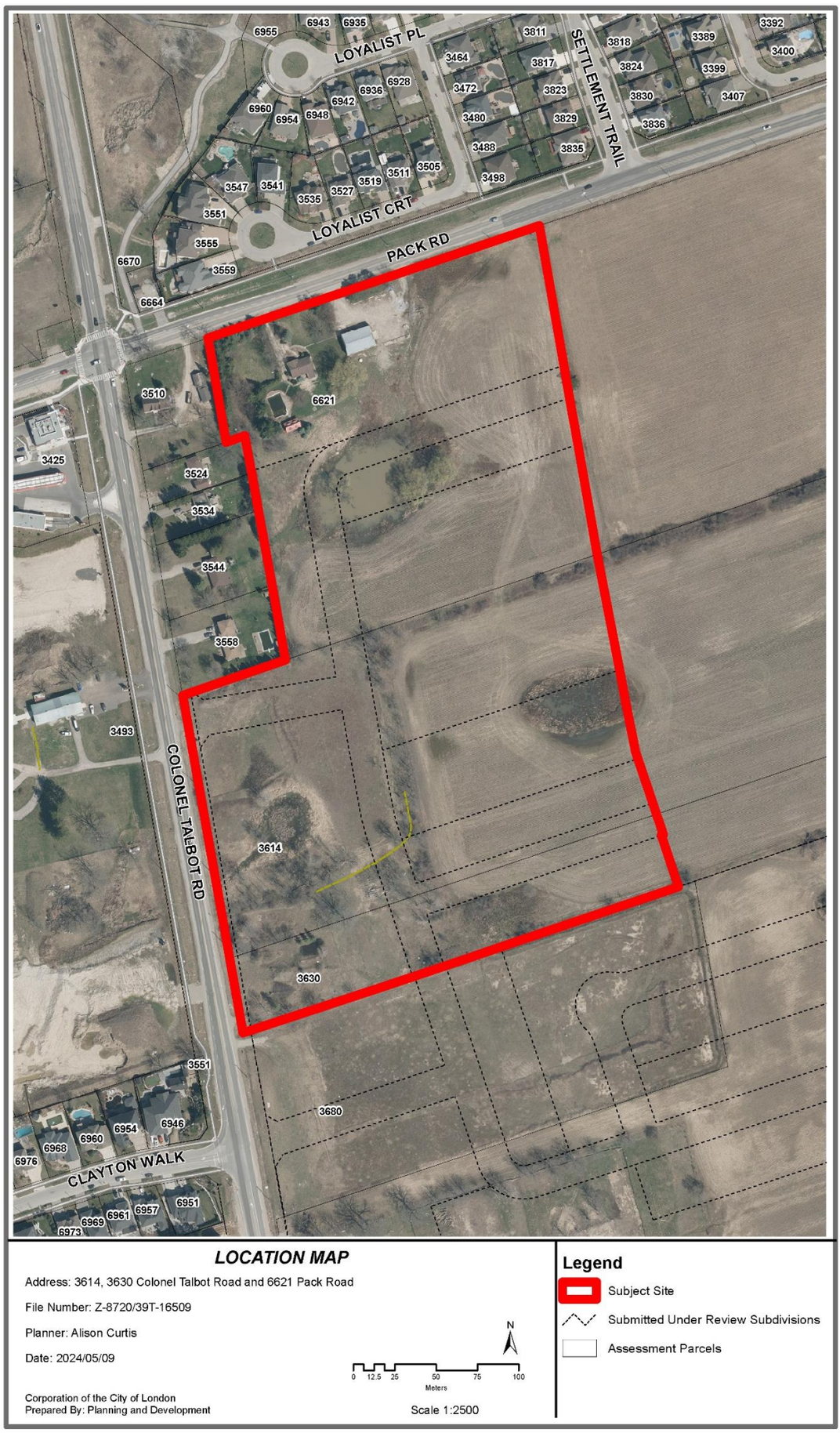
1.6 Surrounding Land Uses:

- North – single detached dwellings (north of Pack Rd)
- East – agriculture/vacant lands, future subdivision phases
- South – vacant, future subdivision
- West – vacant - future multi-family residential (Silverleaf Subdivision)

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

Figure 1 - Streetview of 3614, 3630 Colonel Talbot Road and 6621 Pack Road (view looking east from Colonel Talbot Road)

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The Zoning By-law Amendment will facilitate the development of a Draft Plan of Subdivision, identified as Phase 1 of the Hudson Park Subdivision, that provides for the following:

- twelve (12) single detached lots (Lots 1 to 12);
- five (5) medium density residential blocks (Blocks 13 to 17);
- one (1) parkland block (Block 18),
- one (1) school/medium density residential block (Block 19),
- one (1) future development block (Block 20); and,
- six (6) road widening and reserve blocks

The proposed Draft Plan will be served by three (3) new Neighbourhood Streets. Please note that the Draft Plan of Subdivision, seen below, may be further refined and reviewed prior to Draft Approval by the Approval Authority.

As a part of this Application, Sifton Properties Limited is proposing to relocate the three (3) existing wetlands into the Tributary 12 Complete Corridor, which is partially located on Sifton's Phase 2 Hudson Park Subdivision and partially located on York's Phase 2 W3 (Sunset Creek) Subdivision. See Section 4 of this report for additional discussion.

The proposed development includes the following features:

- Residential development that is within the Urban Growth Boundary and adjacent to existing development within the Built Area Boundary;
- Medium density, multiple-attached residential dwellings that will provide a more intensive scale of development that supports a compact urban form, area commercial uses and transit services, as well as serving as a transition between the proposed low density residential and Colonel Talbot Road and Pack Road;
- Single detached dwelling lots may be developed with four (4) units through the Additional Residential Unit (ARU) requirements of the Z.-1 Zoning By-law, which allows for an additional 48 units on these lots for a total of 383 units; and,
- The provision of three (3) new Neighbourhood Streets that will contribute to pedestrian and vehicle connectivity within the subdivision and to the adjacent lands.

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

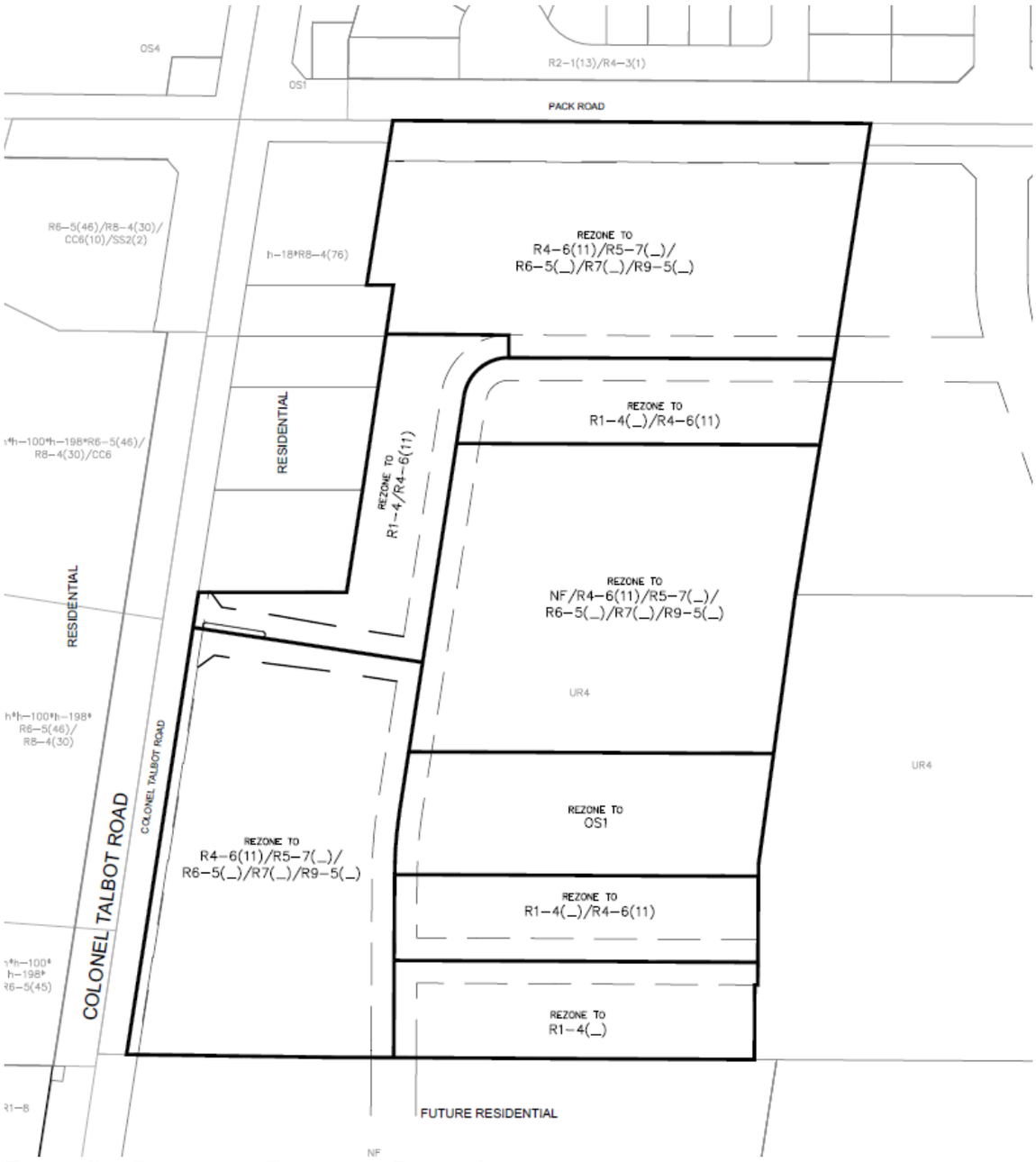


Figure 2 – Requested Zoning for Phase 1

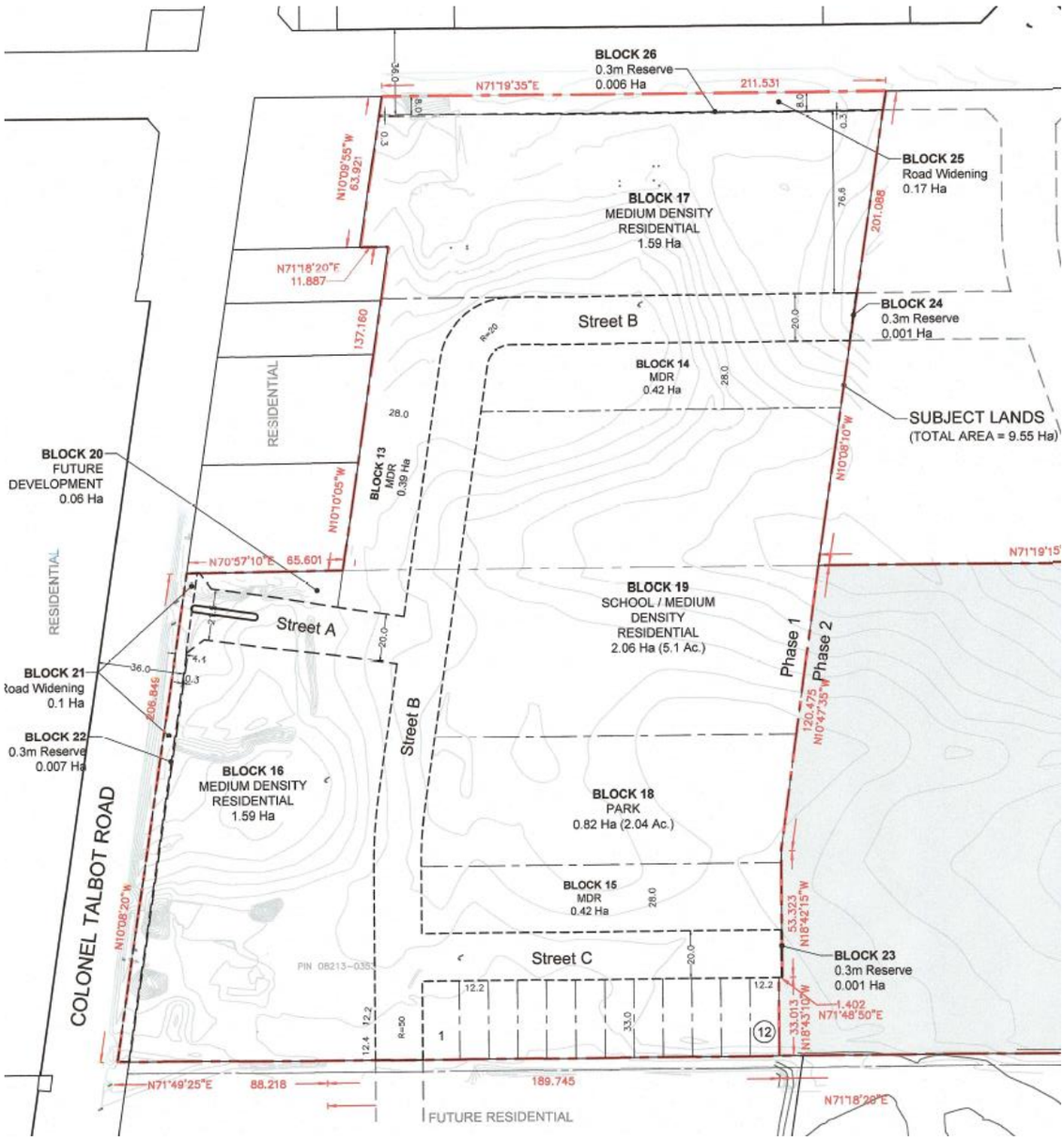


Figure 3 – Proposed Phase 1 Draft Plan of Subdivision (March 2024) – Under Review

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

2.2 Requested Amendment(s)

The Applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to the following zones:

- **Neighbourhood Facility NF (Block 19)**: to permit places of worship, elementary schools and day care centers.
- **Open Space OS1 (Block 18)**: to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural; golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks; campgrounds, and managed forests.
- **Residential R1, R4, R5, R6, R7 and R9 Special Provision Zones:**
  - Residential R1 (R1-4) Special Provision Zone (Lots 1-12, and Block 13, 14, 15 and 20): to permit single detached dwellings.
  - Residential R4 (R4-6(11)) Special Provision Zone (Blocks 13-20): to permit street townhouse dwellings on a minimum lot area of 280 square metres and a minimum lot frontage of 5.5 metres.
  - Residential R5 (R5-7(_)) Special Provision Zone (Blocks 16 to 19): to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 2000 square metres and a minimum lot frontage of 30 metres.
  - Residential R6 (R6-5(_)) Special Provision Zone (Blocks 16 to 19): to permit single detached, semi-detached, and duplex dwellings on a minimum lot area of 820 square metres and a minimum lot frontage of 10 metres.
  - Residential R7 (R7(_)) Special Provision Zone (Blocks 16 to 19): to permit senior citizen apartment buildings, persons with accessibility constraints apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities; and emergency care establishments on lots with a minimum lot area of 1000 square metres and a minimum lot frontage of 25 metres.
  - Residential R9 Special Provision Zone (R9-5(_)) (Blocks 16 to 19): to permit apartment buildings, persons with accessibility constraints apartment buildings, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres.

The following table summarizes the special provisions that have been proposed by the Applicant. Staff support the special provisions, but are recommending a maximum height of 20 metres, instead of 22 metres, for the Residential R7(*) and R9-5(*) Zones which is consistent with a height of six (6) storeys and other requests made for this site, and alternative special provisions for Block 19 for a maximum height of four (4) storeys, which aligns with the permissions of The London Plan and the Southwest Area Secondary Plan. The Applicant is satisfied with Staff's recommended changes to the zoning. The required zone regulations are based on the maximum height.

Lots 1 to 12 (Zoning Regulation R1-4)

Special Provisions Requested	Required R1-4	Proposed R1-4(_)
• Minimum lot frontage; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum landscaped open space; • Maximum lot coverage.	• 12 metres; • 4.5 metres; • 1.2 metres; • 35 per cent; • 40 per cent	• 11 metres; • 2.5 metres; • 1.2 metres; • 30 per cent; • 45 per cent.

Blocks 13 and 20 (Zoning Regulation R1-4 and R4-6(11))

Special Provisions Requested	Existing R4-6(11)	Proposed
• Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline	• 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.	Same as existing requirements

Blocks 14 and 15 (Zoning Regulation R1-4(_) and R4-6(11))

Special Provisions Requested	Required R1-4	Proposed R1-4(_)
• Minimum lot frontage; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum landscaped open space; • Maximum lot coverage.	• 12 metres; • 4.5 metres; • 1.2 metres; • 35 per cent; • 40 per cent	• 11 metres; • 2.5 metres; • 1.2 metres; • 30 per cent; • 45 per cent.
Special Provisions Requested	Existing R4-6(11)	Proposed
• Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline	• 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.	Same as existing requirements

Blocks 16 and 17 (Zoning Regulation R4-6(11), R5-7(*), R6-5(*), R7(*), and R9-5(*))

Special Provisions Requested	Existing R4-6(11)	Proposed
• Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline	• 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.	Same as existing requirements

Special Provisions Requested	Required R5-7	Proposed R5-7(*)
• Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking space per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 60 units per hectare	• 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare
Special Provisions Requested	Required R6-5	Proposed R6-5(*)
• Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking spaces per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 35 units per hectare.	• 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare
Special Provisions Requested	Required R7	Proposed R7(*)
• Minimum front yard and exterior side yard; • Minimum interior side yard and rear yard setback; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6 metres; • 4.5 metres; • 30 per cent; • 35 per cent; • n/a; • n/a.	• 6 metres; • 3 metres; • 25 per cent; • 50 per cent; • 6 storeys (20 metres); • 100 units per hectare.
Special Provisions Requested	Required R9-5	Proposed R9-5(*)
• Additional permitted uses; • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking per unit; • Maximum lot coverage; • Maximum height for townhouses and stacked townhouses; • Maximum height for all other uses; • Maximum density of 100 units per hectare.	• apartments buildings; • 6.0 metres; • 6.0 metres; • 4.5 metres; • 7.0 metres; • 1 space per unit; • 30 per cent; • n/a; • n/a; • 125 units per hectare	• townhouses • 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 50 per cent; • 14 metres; • 6 storeys (20 metres); • 100 units per hectare

Blocks 19 (Zoning Regulation NF, R4-6(11), R5-7(**), R6-5(**), R7(**), and R9-5(**))

Special Provisions Requested	Existing R4-6(11)	Proposed
• Minimum lot frontage; • Minimum front and exterior side yard setback to main dwelling; • Minimum front yard and exterior side yard setback to garage; • Minimum interior side yard setback; • Maximum height • Minimum setback of dwellings to the high pressure pipeline	• 7 metres; • 3 metres; • 5.5 metres; • 1.5 metres; • 13 metres; • 20 metres; Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.	Same as existing requirements
Special Provisions Requested	Required R5-7	Proposed R5-7**)
• Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking space per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 60 units per hectare	• 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare
Special Provisions Requested	Required R6-5	Proposed R6-5(**)
• Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard setback; • Minimum rear yard setback; • Minimum parking spaces per unit; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6.0 metres; • 6.0 metres; • 6.0 metres; • 6.0 metres; • 1 space per unit; • 30 per cent; • 45 per cent; • 12 metres; • 35 units per hectare.	• 4.5 metres; • 2.5 metres; • 1.2 metres; • 4.5 metres; • 1 space per unit; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare
Special Provisions Requested	Required R7	Proposed R7(**)
• Minimum front yard and exterior side yard; • Minimum interior side yard and rear yard setback; • Minimum landscaped open space; • Maximum lot coverage; • Maximum height; • Maximum density.	• 6 metres; • 4.5 metres; • 30 per cent; • 35 per cent; • n/a; • n/a.	• 6 metres; • 3 metres; • 25 per cent; • 50 per cent; • 4 storeys (13 metres); • 100 units per hectare.
Special Provisions Requested	Required R9-5	Proposed R9-5(**)
• Additional permitted uses; • Minimum front yard setback; • Minimum exterior side yard setback; • Minimum interior side yard	• apartments buildings; • 6.0 metres; • 6.0 metres; • 4.5 metres;	• townhouses • 4.5 metres; • 2.5 metres; • 1.2 metres;

setback; • Minimum rear yard setback; • Minimum parking per unit; • Maximum lot coverage; • Maximum height for townhouses and stacked townhouses; • Maximum height for all other uses; • Maximum density of 100 units per hectare.	• 7.0 metres; • 1 space per unit; • 30 per cent; • n/a; • n/a; • 125 units per hectare	• 4.5 metres; • 1 space per unit; • 50 per cent; • 14 metres; • 4 storeys (13 metres); • 100 units per hectare

2.3 Internal and Agency Comments

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

Key issues identified by Staff and agencies included:

- Confirmation and approval of wetland relocation and compensation;
- Street and pedestrian oriented design of medium density blocks;
- Provision of a revised EIS;
- Provision of water supply shall be from the future 250mm watermain which will be constructed in 2025 as part of the City's Colonel Talbot 2 Lane Upgrade Project;
- The Owner shall coordinate with the Colonel Talbot 2 lane upgrade project with the City planning to construct the proposed 1050mm storm sewers;
- Utilizing Colonel Talbot Road as a major over land flow route is not supported by Staff; and,
- Demonstration of sanitary sewer capacity and construction of the connection to the existing sewer located on Colonel Talbot Road.

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

2.4 Public Engagement

On June 27th, 2024, Notice of Revised Application and Public Participation Meeting was sent to 55 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 27th, 2024. A "Planning Application" sign was also placed on the site.

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

Concerns expressed by the public include:

- Lack of transparency in the number of zones requested;
- Insufficient parking;
- Traffic flow and access onto Colonel Talbot Road and Pack Road; and,
- Special Provision requests for reduced lot dimensions and increased height and density contributing to overuse of the site and traffic issues.

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

2.5 Policy Context

2.5.1 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 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*.

Important policy objectives to highlight are those within Sections 1.1, 1.4 and 1.6. These policies require land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. Section 2 of the *PPS* sets out policies for the protection of natural features and areas over the long term, and does not permit development or site alteration unless it is demonstrated that there will be no negative impacts on the natural features of the ecological functions (Section 2.1). The application proposes to relocate and compensate three wetlands within a complete corridor to provide for complexed features that provide an improved ecological function and benefit. Approval of the Wetland Compensation Plan and design of the Complete Corridor will be completed as by the City as part of the detailed design stage.

The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards, satisfying Section 3 – Protecting Public Health and Safety of the *PPS.*

2.5.2 The London Plan, 2016

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

1. Consistency with the *Provincial Policy Statement 2020* 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 subject lands are currently designated within the Neighbourhoods Place Type along two Civic Boulevards, Colonel Talbot Road and Pack Road. This Place Type at this location, based on Street Classification, permits single detached, semi-detached, duplex, converted dwellings, townhouses, low-rise apartments and group homes (Table 10). A minimum height of two (2) stories, a standard maximum height of four (4) stories and an upper maximum of six (6) stories is permitted at the intersection of two Civic Boulevards (Table 11). Permitted heights along a Neighbourhood Street are a minimum of one (1), a standard maximum of three (3) and an upper maximum of four (4). The proposed Zoning By-Law Amendment in keeping with these policies of The London Plan.

The vision for the Neighbourhoods Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and parks and recreational opportunities. The proposal is in keeping with

the vision for the Neighbourhoods Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed development is near to lands designated within the Shopping Area and Main Street Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation.

An excerpt from *The London Plan* Map 1 – Place Types is found in Appendix "F".

2.5.3 Southwest Area Secondary Plan

The Southwest Area Secondary Plan has been reviewed in its entirety and it is Staff's opinion that the proposed Zoning By-law Amendment is consistent with these policies.

The following are key policies that relate to this application.

The site forms part of the 'North Lambeth Residential Neighbourhood' within the greater Secondary Plan. This Secondary Plan sets out policy and guidance to create neighbourhoods that have the following features: a mix of uses and diverse mix of residential housing; an emphasis on design parameters with placemaking features; walkability within and between neighbourhoods; an integration of the Natural Heritage System as an opportunity for residents to enjoy; and Neighbourhood Central Activity Nodes as destination places in the neighbourhood.

The proposal will contribute to a range of dwelling types in the area as required in section 50.5.3.1 Housing, in a compact form of development, which could contribute to a reduction of land and energy, as set out in section 20.5.3.2 Sustainable/Green Development.

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 Land Use

The proposed medium density and single detached dwellings in this development would provide a mix of housing choices in compact form that are street oriented, which contributes to a safe pedestrian environment that promotes connectivity to adjacent lands within the Main Street and Shopping Area Place Types (TLP 285, 286, 916 and 1578).

There are lands located north of the subject lands, at the intersection of Colonel Talbot Road and Southdale Road West, designated within the Shopping Area Place Type that provide for amenities and employment opportunities within an appropriate distance for active transportation (TLP 285, 286, 916 and 1578). There are also lands in the Main Street Place Type, located to the south of the subject lands, at the intersection of Colonel Talbot Road and Main Street in Lambeth. The proximity of parks and other open space lands to the southeast provides for recreational opportunities and attractive alternatives for mobility (TLP 916). There is potential for a new school block within this Draft Plan of Subdivision. Lands within the Neighbourhoods Place Type are located directly to the north, south, east, and west, and there are additional lands further east within the Neighbourhoods Place Type (TLP 916).

The London Plan provides direction for growth and development that is compact in form and directed to strategic locations, taking into consideration the required infrastructure and services required to support growth. "Inward and upward" growth is emphasized in *The London Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal (TLP 79 and 80). The proposed Zoning By-law Amendment and Draft Plan of Subdivision are located close to the border

of the Built Area Boundary but represent infill development of a vacant and underutilized lot within the Urban Growth Boundary in a use that is in keeping with the surrounding existing and proposed development.

The Residential R1, R4, R5, R6, R7, R9 and OS1 Zone have been requested by the Applicant in order to facilitate their proposed development. The mix of residential zones requested would permit a range of residential housing forms, some in a cluster format, including single detached, semi-detached, townhouses, stacked townhouses, duplexes, triplexes, seniors' apartments and apartments, and open space to serve residents. The recommended zoning is considered an appropriate use that is generally consistent with Zoning By-law Z.-1 and The London Plan.

4.2 Intensity

The subject lands are sufficient in size and configuration to accommodate the range of low to medium density residential development, park space and school block proposed. Building heights within the Neighbourhoods Place Type, at this location, shall not exceed four (4) storeys. Heights above this, to a maximum of six (6) storeys, may be permitted in conformity with the Our Tools policies of this Plan relating to Zoning to the Upper Maximum Height (Policies 1638 to 1641). Where the Applicant has requested special provisions for a maximum height, it has not exceeded the permitted six (6) storeys (20 metres) as identified in Table 11 of The London Plan. The proposed lots and blocks also satisfy the minimum zoning requirements for lot area, and no special provisions for reduced lot area have been requested.

SWAP sets out that low density residential development is to occur at a minimum density of 18 units per hectare, although it may be lower with appropriate justification. Medium density designations are expected to have a minimum density of 30 units per hectare to a maximum of 100 units per hectare, for lands adjacent to arterial roads. The Applicant has requested a maximum density of 100 units per hectare for the R5-7(_), R6-5(_), R7(_), and R9-5(_). Similar special provisions for increased density, up to 100 units per hectare, has been considered and permitted in these zone variations. Lands immediately to the west, opposite on Colonel Talbot Road, permit a maximum density of 75 units per hectare, and lands to the south, south of Royal Magnolia Avenue, permit 100 units per hectare.

As identified in SWAP, the medium density developments are proposed adjacent to Pack Road and Colonel Talbot Road, which will serve as a transition in densities that will buffer the proposed single detached dwellings, park block and school block to the south and southeast. The proposed and recommended height, scale and intensity of development is found to be appropriate within the surrounding context and is generally consistent with the Zoning By-law Z.-1, The London Plan, and SWAP.

4.3 Form

As previously noted, the recommended zoning would permit a range of low and medium density residential development types, as well as a future park and potential school block, which can be accommodated on the lands. The recommended zoning would facilitate mid-rise development, which aligns with the appropriate form identified in The London Plan and is designed with street and pedestrian orientation in mind to promote connectivity. This connectivity could contribute to walkability to support lands to the northwest and southeast in the Shopping Area and Main Street Place Types. The proposed lots and blocks satisfy the zoning requirements for minimum lot size and the subject lands can accommodate the proposed development.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the

surrounding context and will provide connections to adjacent subdivisions. No dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Colonel Talbot and Southdale Road West, as well as provide for safe and easy walking and cycling paths and trails on Southdale Road West and in the Talbot Village neighbourhood. To support walkability, sidewalks shall be located on both sides of all streets (349). The proposed Draft Plan of Subdivision includes sidewalks on both sides of Streets A, B and C.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the Place Type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the requested reduced front yard and exterior side yard setbacks would site the proposed development close to the street to create an active street front at a human scale. Requests for special provisions requiring that garages shall not project beyond the façade of the dwellings or façade (front face) of any porch have been included. This special provision has been adopted by Council in the past and regulates the garage setback and maximum width to ensure it is not the dominant feature in the streetscape and limit the development of “snout houses”.

The Applicant has submitted an Urban Design Brief, and future Site Plan Approval Applications will more closely examine the site layout of the proposed medium density blocks.

4.4 Zoning Provisions

The subject lands are currently zoned Urban Reserve UR4. This Zone is applied to lands which have not completed the Community Plan process but are intended for residential development over the long term. It is appropriate to consider a rezoning at this time, as the lands have completed the Community Plan process through SWAP.

The recommended zones are: Residential R1 Special Provision (R1-4(_))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 (NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zone; and, an Open Space (OS1) Zone.

A number of Special Provision Zones have been requested; Special Provisions of note are highlighted in further detail as follows:

<u>Minimum Landscaped Open Space – Lots 1 to 12, Blocks 14 to 20</u>

The Z.-1 Zoning By-law defines Landscaped Open Space as open space which is used for the growth and maintenance of grass, flowers, shrubbery, and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure. The requested special provisions are minor in nature and a similar amount of Landscaped Open Space must be provided on the subject lands.

<u>Maximum Height – Blocks 13 to 20</u>

As previously noted, building heights within the Neighbourhoods Place Type shall not exceed the standard maximum three (3) or four (4) storeys. Heights above this, to an upper maximum of six (6) storeys, may permitted in conformity with the Our Tools policies of this plan relating to Zoning to the Upper Maximum Height (878). The London Plan requires applications that exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to the *Plan* (1638). These requests will be reviewed through a site-specific zoning by-law amendment (1640), and

will be permitted where the resulting intensity and form represent good planning within its context (1641).

Where the Applicant has requested special provisions for a maximum height, it has not exceeded the permitted six (6) storeys (20 metres) as identified in Table 11 of The London Plan and the four (4) storeys permitted in SWAP. The requested heights are considered an appropriate form that is generally consistent with the existing and proposed future development.

Minimum Density

The Applicant has requested a maximum density of 100 units per hectare for the R5-7, R6-5, R7, and R9-5 Zones. Similar special provisions for increased density, up to 100 units per hectare, has been considered and permitted in these variations and adjacent lands permit a maximum density of 75 and 100 units per hectare. The medium density blocks proposed adjacent to Pack Road and Colonel Talbot Road, this will serve as a transition in densities that will buffer the proposed single detached dwellings, park block and school block to the south and southeast. The proposed and recommended height, scale and intensity of development is found to be appropriate within the surrounding context and is generally consistent with Municipal policy.

Staff support the requested special provisions, discussed above, and they are included in the recommendation.

4.5 Wetland Relocation

As discussed previously in this report, Sifton Properties Limited is proposing to relocate three wetlands into the Complete Corridor, which is located in Phase 2 of the Hudson Park Subdivision and will be designed by the City. The Complete Corridor is intended to provide recreational opportunities, stormwater management and riparian corridor functions, including wetlands, while also helping to protect and conserve natural heritage features contained within the subject lands.

The removal and compensation of the wetlands features has been agreed upon in principle, but is still subject to review and approval of a Wetland Compensation Plan by the Upper Thames River Conservation Authority (UTRCA) and the necessary Section 28 approvals must be obtained. A Detailed Wetland Compensation Plan is to be provided to the UTRCA under separate cover, or through the Complete Corridor Design. The compensation area with the Complete Corridor is to be sufficiently sized to ensure both a functionally diverse habitat and the required buffers can be accommodated. Draft Plan Conditions have been drafted to ensure: the wetland compensation is feasible and demonstrated through the require restoration and compensation reports; the recommendations contained within the Subject Land Status Report and Environmental Impact Study are implemented; and, the necessary monitoring programs are prepared. Staff will continue to work with the UTRCA and the property owner through the Complete Corridor process. The property owner is responsible for costs associated with the design and construction of the compensated features.

Figure 3 Preliminary Complete Corridor (subject to change)

Conclusion

The development proposal, as recommended by Staff, provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The application is consistent with *The London Plan, the Southwest Area Secondary Plan,* and the Zoning By-law Z.-1 to redevelop a vacant and underutilized site with a range of housing options. The recommended zoning and special provisions of the zoning amendment will permit low and medium density residential development that are considered appropriate and compatible with existing and future land uses in the surrounding area. Therefore, Staff are satisfied that the proposal represents good planning in the broad public interest and recommend approval of this development application.

Prepared by:	**Alison Curtis, MCIP, RPP** **Planner, Subdivision Planning**
Reviewed by:	**Bruce Page** **Manager, Subdivision Planning**
Recommended by:	**Heather McNeely, MCIP, RPP** **Director, Planning and Development**
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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 3614, 3630 Colonel Talbot Road and 6621 Pack Road

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 3614, 3630 Colonel Talbot Road and 6621 Pack Road, as shown on the attached map comprising part of Key Map No. A110, **FROM** a Urban Reserve (UR4) Zone **TO** a Residential R1 Special Provision (R1-4(_))Zone; two Residential R1 and R4 Special Provision (R1-4/R4-6(11) Zones; two Residential R1 and R4 Special Provision (R1-4(_)/R4-6(11) Zones; two Residential R4, R5, R6, R7 and R9 Special Provision (R4-6(11)/R5-7(*)/R6-5(*)/R7(*)/R9-5(*)) Zones; a Neighbourhood Facility, R4, R5, R6, R7 and R9 Special Provision (NF/R4-6(11)/R5-7(**)/R6-5(**)/R7(**)/R9-5(**)) Zone; and, an Open Space (OS1) Zone.

2. Section Number 5.4 of the R1 Zone is amended by adding the following Special Provisions:

   R1-4(_) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

   a. Regulations

      i) Minimum lot frontage of 11 metres
      ii) Minimum exterior side yard setback of 2.5 metres
      iii) Minimum interior side yard setback of 1.2 metres
      iv) Minimum landscaped open space of 30 per cent
      v) Maximum lot coverage of 45 per cent

3. Section Number 9.4 of the R5 Zone is amended by adding the following Special Provisions:

   R5-7 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

   a. Regulations

      i) Minimum front yard setback of 4.5 metres
      ii) Minimum exterior side yard setback of 2.5 metres
      iii) Minimum interior side yard setback of 1.2 metres
      iv) Minimum rear yard setback of 4.5 metres
      v) Minimum 1 parking space per unit
      vi) Minimum landscaped open space of 25 per cent
      vii) Maximum lot coverage of 50 per cent
      viii) Maximum height of 6 storeys (20 metres)
      ix) Maximum density of 100 units per hectare

   R5-7 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

   a. Regulations

      i) Minimum front yard setback of 4.5 metres
      ii) Minimum exterior side yard setback of 2.5 metres

iii) Minimum interior side yard setback of 1.2 metres
iv) Minimum rear yard setback of 4.5 metres
v) Minimum 1 parking space per unit
vi) Minimum landscaped open space of 25 per cent
vii) Maximum lot coverage of 50 per cent
viii) Maximum height of 4 storeys (13 metres)
ix) Maximum density of 100 units per hectare

4. Section Number 10.4 of the R6 Zone is amended by adding the following Special Provisions:

R6-5 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

i) Minimum front yard setback of 4.5 metres
ii) Minimum exterior side yard setback of 2.5 metres
iii) Minimum interior side yard setback of 1.2 metres
iv) Minimum rear yard setback of 4.5 metres
v) Minimum 1 parking space per unit
vi) Minimum landscaped open space of 25 per cent
vii) Maximum lot coverage of 50 per cent
viii) Maximum height of 6 storeys (20 metres)
ix) Maximum density of 100 units per hectare

R6-5 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

i) Minimum front yard setback of 4.5 metres
ii) Minimum exterior side yard setback of 2.5 metres
iii) Minimum interior side yard setback of 1.2 metres
iv) Minimum rear yard setback of 4.5 metres
v) Minimum 1 parking space per unit
vi) Minimum landscaped open space of 25 per cent
vii) Maximum lot coverage of 50 per cent
viii) Maximum height of 4 storeys (13 metres)
ix) Maximum density of 100 units per hectare

5. Section Number 11.4 of the R7 Zone is amended by adding the following Special Provisions:

R7 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Regulations

i) Minimum front yard and exterior side yard setback of 6 metres
ii) Minimum interior side yard and rear yard setback of 3 metres
iii) Minimum landscaped open space of 25 per cent
iv) Maximum lot coverage of 50 per cent
v) Maximum height of 6 storeys (20 metres)
vi) Maximum density of 100 units per hectare

R7 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

b. Regulations

i) Minimum front yard and exterior side yard setback of 6 metres

ii) Minimum interior side yard and rear yard setback of 3 metres
iii) Minimum landscaped open space of 25 per cent
iv) Maximum lot coverage of 50 per cent
v) Maximum height of 4 storeys (13 metres)
vi) Maximum density of 100 units per hectare

6. Section Number 13.4 of the R9 Zone is amended by adding the following Special Provisions:

R9-5 (*) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Additional Permitted Uses

i) Stacked Townhouses
ii) Townhouses

b. Regulations

i) Minimum front yard setback of 4.5 metres
ii) Minimum exterior side yard setback of 2.5 metres
iii) Minimum interior side yard setback of 1.2 metres
iv) Minimum rear yard setback of 4.5 metres
v) Minimum 1 parking space per unit
vi) Maximum lot coverage of 50 per cent
vii) Maximum height of 14 metres for townhouses and stacked townhouses
viii) Maximum height of 6 storeys (20 metres) for all other uses
ix) Maximum density of 100 units per hectare

R9-5 (**) 3614, 3630 Colonel Talbot Road and 6621 Pack Road

a. Additional Permitted Uses

i) Stacked Townhouses
ii) Townhouses

b. Regulations

i) Minimum front yard setback of 4.5 metres
ii) Minimum exterior side yard setback of 2.5 metres
iii) Minimum interior side yard setback of 1.2 metres
iv) Minimum rear yard setback of 4.5 metres
v) Minimum 1 parking space per unit
vi) Maximum lot coverage of 50 per cent
vii) Maximum height of 14 metres for townhouses and stacked townhouses
viii) Maximum height of 4 storeys (13 metres)
ix) Maximum density of 100 units per hectare

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

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

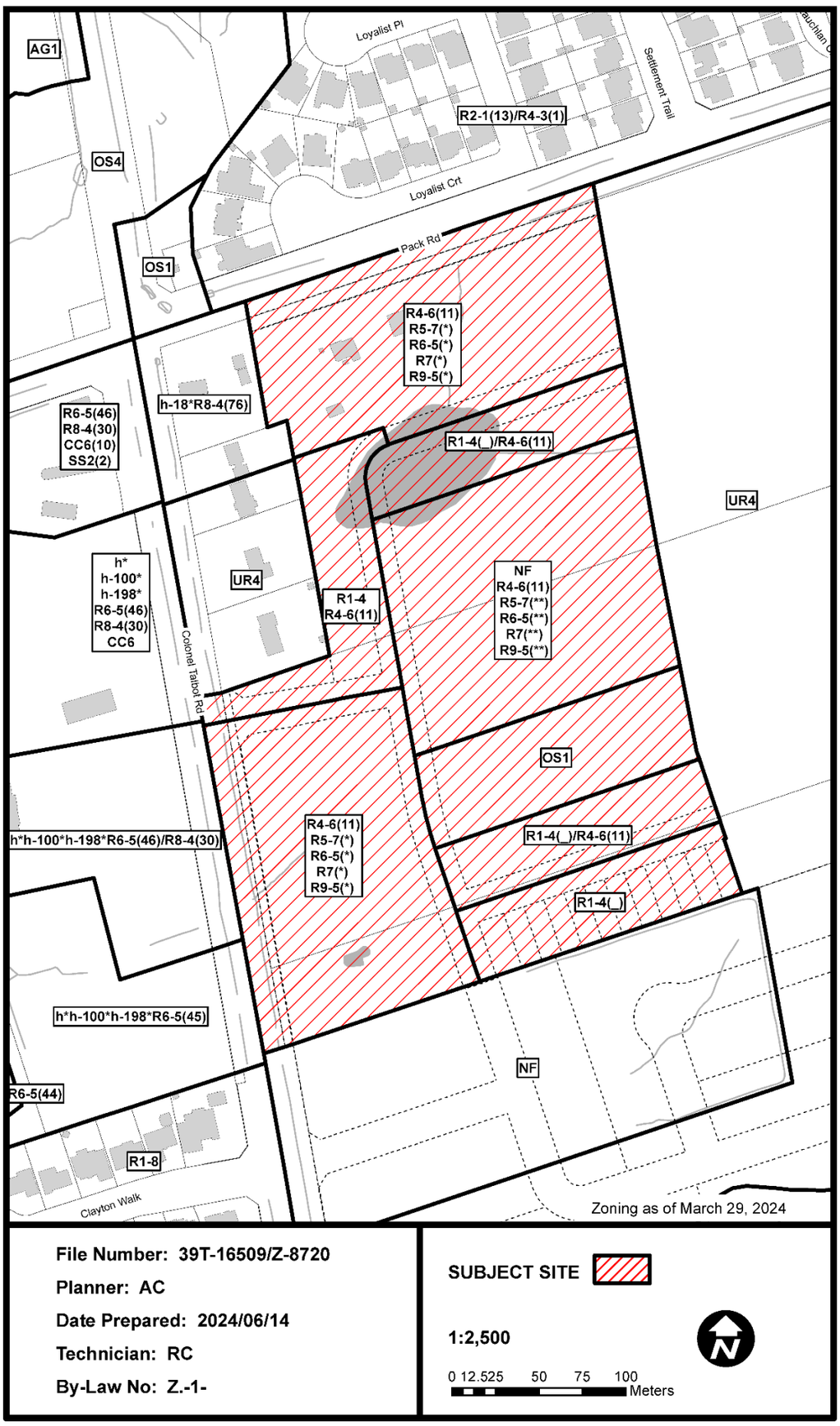
PASSED in Open Council on July 23, 2024, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



File Number: 39T-16509/Z-8720

Planner: AC

Date Prepared: 2024/06/14

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE

1:2,500

0 12.525 50 75 100 Meters

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	6621 Pack Rd – single detached dwelling; 3614 and 3630 Colonel Talbot Road – vacant/farm
Frontage	206.8 metres (678 feet) (Colonel Talbot Rd); 211.5 metres (693 feet) (Pack Rd)
Depth	approx. 270 metres (885 feet)
Area	9.55 hectares (23 acres)
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Single detached dwellings (north of Pack Rd)
East	Agriculture/vacant lands, future subdivision phases
South	Vacant
West	Vacant - future multi-family residential (Silverleaf Subdivision)

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods, Civic Boulevards
Current Special Policies	N/A
Current Zoning	Urban Reserve UR4

Requested Designation and Zone

Requested Place Type	Neighbourhoods, Civic Boulevards
Requested Special Policies	N/A
Requested Zoning	Holding Residential R1 Special Provision (h*h-100*R1-4(_))Zone; two Holding Residential R1 and R4 Special Provision (h*h-100*R1-4/R4-6(11) Zones; two Holding Residential R1 and R4 Special Provision (h*h-100*R1-4(_)/R4-6(11) Zones; two Holding Residential R4, R5, R6, R7 and R9 Special Provision (h*h-100*R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zones; a Holding Neighbourhood Facility, R4, R5, R6, R7 and R9 (h*h-100*NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)) Zone; and, an Open Space (OS1) Zone

Requested Special Provisions

Lots	Zone String	Special Provisions Requested
Lots 1 to 12	h*h-100*R1-4(_)	Special Provisions for R1-4(_): • Minimum lot frontage of 11 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum landscaped open space of 30 per cent; • Maximum lot coverage of 45 per cent.

Lots	Zone String	Special Provisions Requested
Block 13 and 20	h*h-100*R1-4/R4-6(11)	Existing R4-6(11) Special Provisions: • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch.
Blocks 14 and 15	h*h-100*R1-4/R4-6(11)	Special Provisions for R1-4(_): • Minimum lot frontage of 11 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum landscaped open space of 30 per cent; • Maximum lot coverage of 45 per cent. Existing R4-6(11) Special Provisions: • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch
Blocks 16 and 17	h*h-100*R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)	Existing R4-6(11) Special Provisions: • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch. Special Provisions for R5-7(_): • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. Special Provisions for R6-5(_): • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres;

Lots	Zone String	Special Provisions Requested
		• Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. Special Provisions for R7(_): • Minimum front yard and exterior side yard setback of 6 metres; • Minimum interior side yard and rear yard setback of 3 metres; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. Special Provisions for R9-5(_): • Additional permitted uses of stacked townhouses and townhouses; • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Maximum lot coverage of 50 per cent; • Maximum height of 14 metres for townhouses and stacked townhouses; • Maximum height of 6 storeys (20 metres) for all other uses; and, • Maximum density of 100 units per hectare.
Block 18	OS1	
Block 19	h*h-100*NF/R4-6(11)/R5-7(_)/R6-5(_)/R7(_)/R9-5(_)	Existing R4-6(11) Special Provisions: • Minimum lot frontage of 7 metres; • Minimum front yard and exterior side yard setback to main dwelling of 3 metres; • Minimum front yard and exterior side yard setback to garage of 5.5 metres; • Minimum interior side yard setback of 1.5 metres; • Maximum height of 13 metres; • Minimum setback of dwellings to the high pressure pipeline of 20 metres; and, • Garages shall not project beyond the façade of the dwellings or façade (front face) of any porch. Special Provisions for R5-7(_): • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare.

Lots	Zone String	Special Provisions Requested
		Special Provisions for R6-5(_): • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. Special Provisions for R7(_): • Minimum front yard and exterior side yard setback of 6 metres; • Minimum interior side yard and rear yard setback of 3 metres; • Minimum landscaped open space of 25 per cent; • Maximum lot coverage of 50 per cent; • Maximum height of 6 storeys (20 metres); and, • Maximum density of 100 units per hectare. Special Provisions for R9-5(_): • Additional permitted uses of stacked townhouses and townhouses; • Minimum front yard setback of 4.5 metres; • Minimum exterior side yard setback of 2.5 metres; • Minimum interior side yard setback of 1.2 metres; • Minimum rear yard setback of 4.5 metres; • Minimum 1 parking space per unit; • Maximum lot coverage of 50 per cent; • Maximum height of 14 metres for townhouses and stacked townhouses; • Maximum height of 6 storeys (20 metres) for all other uses; and, • Maximum density of 100 units per hectare.

C. Development Proposal Summary

Development Overview

The Zoning By-law amendment will facilitate the development of a Draft Plan of Subdivision, identified as Phase 12 of the Hudson Park Subdivision, that provides for the following: twelve (12) single detached lots (Lots 1 to 12); five (5) medium density residential blocks (Blocks 13 to 17); one (1) parkland block (Block 18), one (1) school/medium density residential block (Block 19), one (1) future development block (Block 20); and, six (6) road widening and reserve blocks. The proposed Draft Plan will be served by three (3) new Neighbourhood Streets, Streets A, B and C. Please note that the Draft Plan of Subdivision, seen below, may be further refined and reviewed prior to Draft Approval by Civic Administration.

As a part of this Application, Sifton Properties Ltd. is proposing to relocate the three wetlands as part of the Complete Corridor, which is located on Phase 2 of the Hudson Park Subdivision and designed by the property owner to the south. See Section 4 of this report for additional discussion.

Proposal Statistics

Land use	Residential, Open Space, Neighbourhood Facility
Form	Various – Single detached, Townhouses, Stacked Townhouses, Seniors Apartments, Low-Rise Apartments
Height	Varies
Residential units	Approximately 347
Density	Varies
Parkland	Block 18

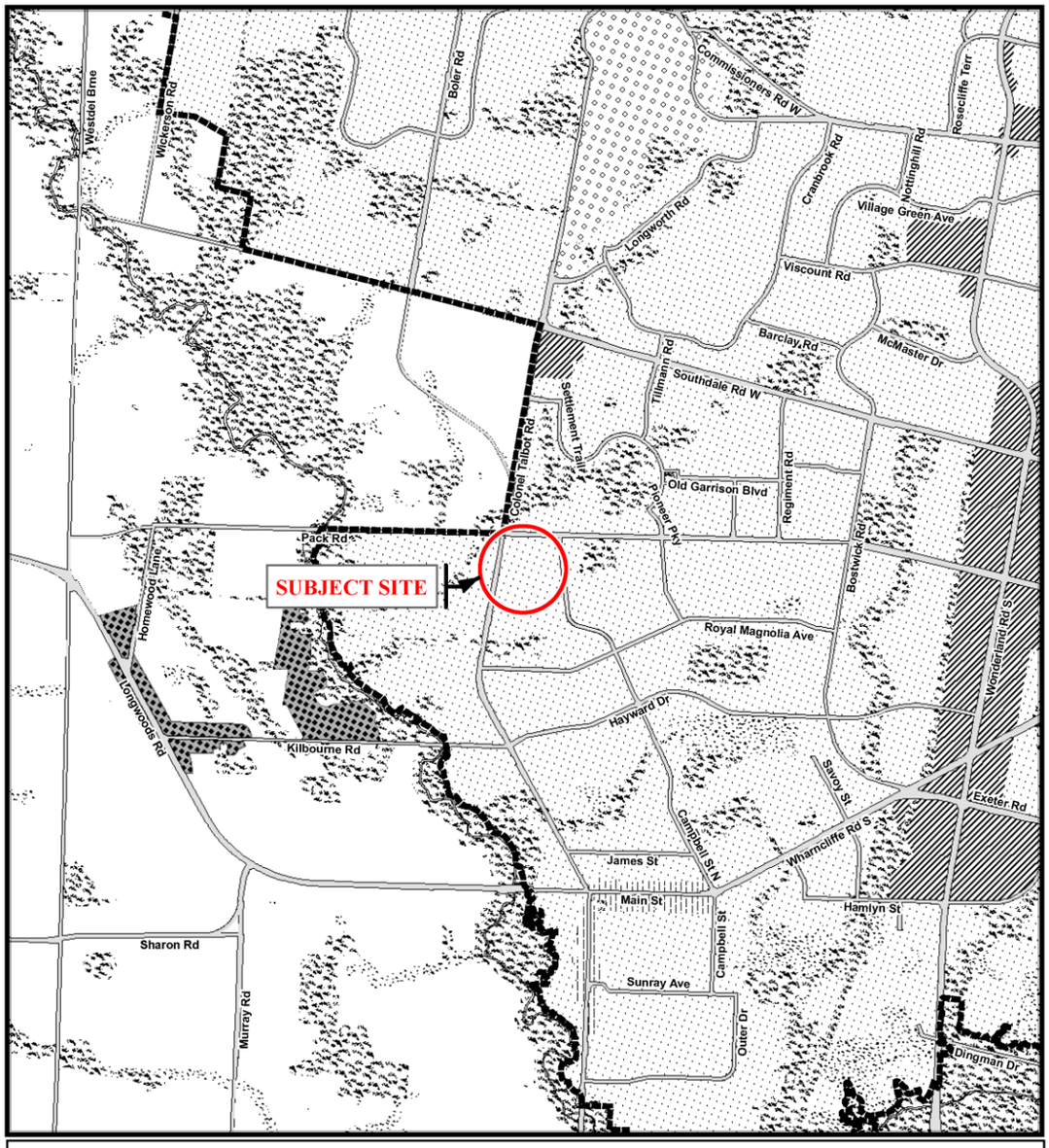
Mobility

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

Environmental Impact

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

Appendix C – Additional Plans and Drawings



Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

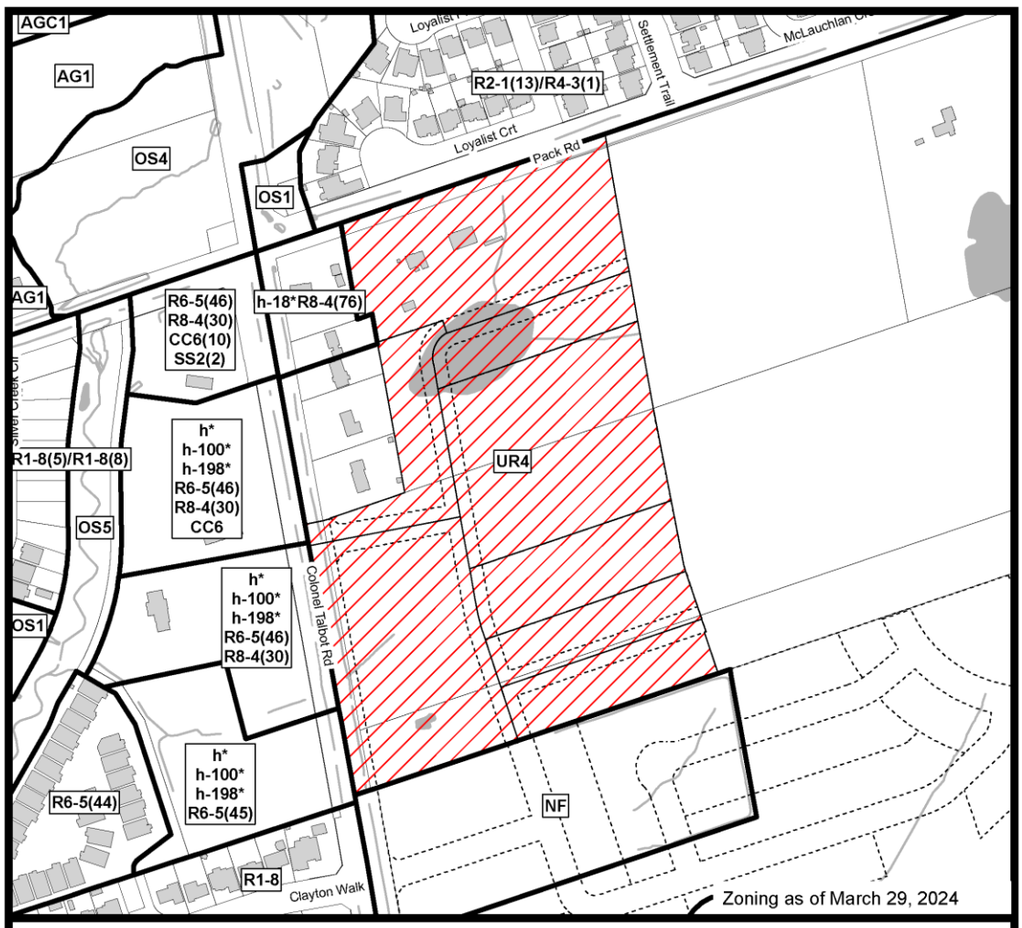
PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9724
Planner:	LM
Technician	RC
Date:	2024/04/29

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-8720-Map1-PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO:
Z-8720 AC

MAP PREPARED:
2024/05/09 RC

1:4,000
0 25 50 100 150 200
Meters

Appendix D – Internal and Agency Comments

Internal Department Comments

Parks Planning and Design

Parks Long Range Planning and Design staff have reviewed the submitted request for the above Revised Draft Plan Approval application and offers the following:

- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application. Parkland dedication calculations for the proposed development are listed in the table below.

- The Official Plan requires parks to be flat and well drained in order to accommodate recreational activities. However, in certain situations Council may accept parkland dedication that contains significant vegetation and topography. The Official Plan notes that these lands will be accepted at a reduced or constrained rate. By-law CP-25 establishes and implements these rates as follows:

    1. Hazard land - 45 hectares of hazard land for every 1 hectare of table land.
    2. Open space or other constrained lands - 30 hectares of open space or constrained lands for every 1 hectare of table land.

Land	Area (ha)		Expected Dedication (ha)
3614, 3630 Colonel Talbot Road and 6621 Pack Road	**9.55[1]**	**5%**	**0.48ha**

[1] All lands in included in the plan of subdivision.

Provided Parkland Dedication	Area	Classification	Rate	Dedication
Block 18	**0.82**	**Tableland**	**1:1**	**0.82**
Total Dedication	**0.82**			**0.82**
Parkland Over Dedication				**0.34ha**

Staff supports the proposed location of Park Block 18, pending the acceptance of an approved EIS confirming the removal and compensation of the existing wetland feature, Staff may support the dedication of the natural heritage feature at the compensated rate of 30:1 as per By-law CP-25, if required to retain.

Proposed Conditions *as per Standard Draft Plan Conditions Memo March 11, 2024*

- Parkland dedication has been calculated at a rate in accordance with the current City by-laws. Prior to final approval, the Owner shall dedicate Block 18 in the amount of 0.82 hectares to satisfy the required parkland dedication, any over dedication will be applied to future phases to the satisfaction of the City.

- In conjunction with Focused Design Studies, the Owner's Landscape Architect shall prepare and submit a conceptual parks plan for Block 18, to the satisfaction of the City. This is to include all conceptual pathway alignments with safe pedestrian crossings at all streets and corridors that intersect with the park and pathway system.

- In conjunction with the first submission of engineering drawings, the Owner's qualified consultant shall incorporate detailed grading and servicing of all park and pathway designs in accordance with the accepted conceptual plans and City standards to the satisfaction of the City.

Urban Design

Please see below for Urban Design comments related to the Draft Plan of Subdivision at 3614, 3630 Colonel Talbot Road and 6621 Pack Road:

The proposed development is within the Neighbourhoods Place Type of The London Plan and the Bostwick Residential Neighbourhood in the Southwest Area Secondary Plan (SWASP). The place types allow for low and medium density residential development and therefore Urban Design is generally supportive of this proposal. Please see below for specific Urban Design comments:

Matters for Zoning:

- A minimum front yard setback should be provided from the Colonel Talbot Road and Pack Road frontage in order to encourage street-orientation while avoiding encroachment of footings and canopies. Consider incorporating patios or forecourts to further activate the street and provide outdoor amenity space for the residents.
- A maximum setback should be provided along Colonel Talbot Road and Pack Road to discourage window streets and restrict parking between the buildings and the public streets. Refer to The London Plan, Policy 269, 272, and 288.
- Corner lots should be of appropriate size for providing enhanced facades on street-flanking elevations and emphases given to the higher order street. Refer to The London Plan, Policy 261 and 290.
- The front façade and primary entrance of dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk. Refer to The London Plan, Policy 291.
- Garages shall not be the dominant feature in the streetscape by not occupying more than 50% of the unit width and not projecting beyond the façade of the dwelling or the façade of any porch. Refer to The London Plan, Policy 222_A, SWASP 20.5.3.9.iii.e.
- Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted along Hamlyn Street. Refer to the London Plan, Policy 241, Refer to SWASP 20.5.3.9. ii). f)
    - Fencing will be limited to only decorative transparent fencing with a maximum height of 4ft (1.2m) or landscaping with provision for pedestrian access along public streets, amenity spaces and the open space block.

Matters for Site Plan:

- All buildings and dwelling units shall front the highest order street and/or open space with primary entrances and active building elements with enhanced articulation (i.e., windows or openings, porches, canopies) along the street and/or open space and direct pedestrian connections to the public sidewalk. Refer to The London Plan, Policy 291.
- Design of the side elevation of the corner units that is facing a public street, drive aisle or a shared pedestrian access with enhanced detail, such as wrap-around porches and a similar number of windows as is found on the front elevation to establish the same relationship with the street or public realm and offer passive surveillance. Refer to The London Plan, Policy 285 and 291.
- Ensure that built forms at the termination of a vista or view corridor, such as the T-intersection where Street A and Street B intersect, incorporates architectural design elements that enhances the vista or view corridor. Use built form to enhance wayfinding and sense of place. Locate parking spaces, garages and driveways away from the vista or view terminus.
- Include sidewalks along the internal street to allow for safe and convenient pedestrian connectivity throughout the site. Refer to the London Plan, Policy 255.
- Ensure that common amenity spaces are centrally located, are of adequate size and accessible by all blocks. Refer to The London Plan, Policy 295.

Condition of Subdivision:

The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior side yard abutting the exterior side yard for mid-block connections/road/park/open space frontage

Ecology

1. Appendices and maps are missing from the report. Please include all data included in the list of tables and appendices.
2. The mitigation hierarchy (avoid, mitigate, compensate) needs to be further demonstrated for wetland removal. Demonstrate that there are no feasible alternatives to retain the wetlands to justify the removal and compensation of these features.
3. Recommendations for future wetland compensation need to be addressed in further detail to demonstrate no net loss, or preferably a net gain to the natural heritage system prior to approval of this draft plan to remove the wetlands features. It is stated in the EIS that a detailed Wetland Compensation Plan will be provided in a future submission, which may be suitable; however, it should be demonstrated prior to draft plan approval that it is at least feasible to relocate the wetlands and the recipient site conditions are suitable to support the creation of compensation wetlands. Some questions/considerations to address further include:
    a. What data is required at this stage to demonstrate that site conditions are suitable for wetland replacement in the proposed location (soils, geotechnical, water balance, etc.)? Have these conditions been assessed to ensure wetland compensation is feasible?
    b. What is the proposed wetland replacement land area ratio?
    c. Can the wetland features and functions be recreated within the complete corridor or are “bump outs” required to accommodate the larger wetlands?
    d. What are the recommended buffer widths for the compensation wetlands?
    e. How should the compensation wetlands be connected to existing natural features on the landscape?
    f. What is the recommended timeline for feature replacement to ensure no loss of ecological function on the landscape in the interim prior to Phase and complete corridor construction?
    g. How will the recommended wildlife salvage protocol be feasible when the compensation wetlands are not established prior to the removal of the existing wetlands?
    h. Have the existing wetlands been assessed for critical function zones (CFZ) that provide ecological function beyond the boundaries of the wetland delineation based on ELC to be compensated in conjunction with the wetlands?
    i. The compensation wetlands should be zoned OS5 and Green Space Place Type applied to ensure their long term protection.
4. Has a scoping meeting been completed? Please provide scoping checklist in appendices. Were turtle basking surveys completed within the wetlands proposed for removal?
5. Address how SAR bat habitat or bat maternity SWH may or may not impact block layout. Demonstrate that these studies will not impact the draft plan layout if they are to be received at a later date. If impacts to SAR bat habitat or SWH are identified within Phase 1, address how these impacts will be mitigated. Do snag/cavity bat habitat densities meet the criteria for bat maternity SWH? When will this data be received and how will appropriate mitigation/compensation be dealt with? Please also confirm that MECP has been consulted, concurs with these findings as they relate to SAR bats, and is not seeking any habitat compensation beyond what is proposed in the EIS.
6. Format all recommendations within the EIS by number. This helps to ensure all recommendations within the EIS are carried forward to subsequent documents

such as the Environmental Management Plan (EMP) and Monitoring Plan and can be easily referenced.

7. Section 5.3 notes that five SWH designations are present on the subject lands, but only identifies three. Please include the other SWH.

Items to be received in future submissions include, but not limited to:

- Ecological Replacement and Compensation Plan for wetlands and any other features proposed for compensation.
- Environmental Management Plan (EMP)
- Monitoring Plan
- SAR bat habitat data

A revised EIS or an addendum to this EIS addressing these outstanding matters is requested. Please do not hesitate to reach out for a virtual meeting and/or to schedule a site meeting to discuss these comments and/or to provide any additional information or clarification.

Landscape Architecture

Natural Resource Solutions Inc. (NRSI) was retained by Sifton Properties Limited to complete a Tree Protection Plan (TPP) for Phase 1 of a proposed residential development of the properties located at 3614 and 3630 Colonel Talbot Road, and 6621 Pack Road, London Ontario (Map

1. A complete list of inventoried trees is provided in Appendix I and tree locations within the Phase 1 lands are shown on Map 2. In total, 461 trees were inventoried within and adjacent to the Phase 1 lands. Of the 461 trees inventoried, 386 are proposed to be removed for a total of 8,869.3cm dbh. In accordance with LP Policy 399 , **886 replacement trees are required**. However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end **86 replacement** trees would be required. Tree planting required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

2. Ninety trees [90] are considered to be boundary trees due to their proximity to a boundary between the Phase 1 lands and an adjacent property. Removal or impact of boundary, off-site, or municipal trees will require the permission of all owners involved, as per the City of London Tree Protection By-Law (C.P.-1555-252) and the province's Forestry Act. Written permission to impact will be required by neighbouring landowners and the City of London before site grading and construction takes place.

3. A portion of this site is located within a tree protection area; reminder that no trees can be removed until subdivision approval is granted or a separate tree removal permit is issued. Where a tree within a tree Protection Area is a Boundary Tree, *City's consent to remove is required.*

4.The development poses some risk of injury to three CoL boulevard trees. All trees located on City of London Boulevards (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed. Only City forces can remove trees from the boulevard. To request the removal or to apply for consent to injure the roots of the City trees, contact Forestry Dispatcher at trees@london.ca with details of your request. Part 9 of Boulevard Tree Protection Bylaw- Offences and Penalties of the Bylaw states:9.1 Any person who contravenes any provision of this By-law is guilty of an offence.9.3 A person convicted under this By-law is liable to a minimum fine of $500.00 and a maximum fine of $100,000.00

5.One candidate Butternut (Juglans cinerea) was identified during the tree inventory within the Phase 1 lands. An on-site hybridity test was conducted on the tree during the tree inventory designating the tree as a Category 1 Butternut. A field assessment does not meet the province's monitoring program. A report must be submitted to the Ministry of Environment, Conservation and Parks (MECP). Within 30 days of that submission,

the tree cannot be killed, harmed, or taken. Following 30 days of submission, the tree may be killed, harmed, or taken unless the results of an MECP examination indicate that the assessment has not been conducted in accordance with the document entitled 'Butternut Assessment Guidelines: Assessment of Butternut Tree Health for the Purposes of the Endangered Species Act, 2007'.

Heritage and Archaeology Comments

Heritage Planning confirm that there are no cultural heritage or archaeological concerns association with the Application. Archaeological matters on this property were previously addressed.

Engineering Comments

Technical Comments for Revised Draft Plan and Zoning application for 3614, 3630 Colonel Talbot Road and 6621 Pack Road
File 39T-16509 and Z-8720

Planning and Development

1. Matters for Detail Design
    - Notwithstanding the opinion on site contamination provided in the FPR, standard conditions would still apply.
    - Acknowledging the opinions provided on holding provisions, there would likely be holding provisions applied to the lands.
    - Daylight triangles have not been provided on the draft plan in accordance with IPR comments.
    - Standard easements will be required for any temporary turning facilities (see Standard Contract Documents). Please note that recent files have resulted in holding lots out until easements can be removed. It may be beneficial to have the temporary turning circle on adjacent property.
    - Applicants request for a R4-6(11) zone with minimum lot frontages of 5.5m will not be permitted. A minimum lot frontage of 6.7 metres as per SW-7.0 will be required to accommodate street townhouses within this draft plan of subdivision.
    - The Owner shall coordinate with the Colonel Talbot 2-lane upgrade project with the goal of having the City construct the proposed 1050mm storm sewers. The Owner will be responsible for incremental cost increases as a result of any change orders. Should coordination not occur, the Owner will be responsible for complete removal of the proposed 600mm storm sewer, installation of the 1050mm storm sewer and restoration of Colonel Talbot Road, all at the Owner's costs.

Water Engineering

2. Matters for Detail Design
    - Connection to the existing 600mm trunk watermain on Colonel Talbot Road will not be permitted. The water supply to the development shall be the future 250mm watermain which will be constructed in 2025 as part of the city's Colonel Talbot 2 Lane Upgrade Project

Stormwater Engineering

3. Matters for Detail Design
    - The functional SWM report and detailed design drawings shall identify on-site SWM control target and requirements for any High Density, Medium Density, and commercial blocks where PPS stormwater controls will be subject to a future site plan or condominium application. If freehold lots are proposed within a Medium Density block, a municipal stormwater strategy to address water quality/quantity for uncontrolled flows shall be included in the Stormwater Servicing Report.
    - The Owner acknowledges that the minor storm system outlet for this plan is the existing assumed North Lambeth SWM Facility via Colonel Talbot Road (Constructed by others within Plan 39T-14504) connecting to Isaac Drive,

thought the future proposed site plan block located at 3475 Colonel Talbot Road or, outlet to the proposed North Lambeth SWMF P8 within the Tributary 12 complete corridor scheduled for construction in 2026, or a combination of the two. SWED supports maximizing storm flows to Colonel Talbot via Street A, coordination with the consultant working on behalf of the City's Transportation Planning & Design Division for the Colonel Talbot Road Two Lane Upgrade project, currently scheduled for construction between 2024 and 2025, shall be required to the satisfaction of the City and the adjacent Owners of the abutting subdivisions.

- The Owner acknowledges that the major storm system outlet for this plan is the future North Lambeth P7 & P8 Complete Corridor.
- The Owners agrees that the stormwater design of the subdivision is to be coordinated with the developer and the consultant working on behalf of the City for the design and construction of the North Lambeth P7 & P8 Complete Corridor (Tributary 12/Sunset Creek) project to the satisfaction of the City.
- **[**HYDROGEOLOGICAL] Although a scoping meeting was conducted for this development in the past, City of London was not part of that scoping meeting, as such SWED is requiring a scoping meeting for this development. This is outlined in the draft plan conditions. The Hydrogeological report shall include but not to be limited to, the following:
    - Analysis of water quality and quantity impacts on any significant ecological features (e.g., significant valleylands, PSWs, etc.) under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City;
    - The pre-development discharges from any other significant ecological features (e.g., significant valleylands, PSWs, etc.) must be maintained under post-development conditions and these discharges shall be accommodated in the proposed storm/drainage and SWM servicing works for the subject lands in accordance with existing drainage pattern;
    - Analysis of water quality and quantity impacts on existing retained and relocated natural heritage features within the proposed and relocated footprint, under the existing and post-development conditions and recommendations to minimize any adverse impacts from the proposed land development to the satisfaction of the City and all applicable agencies (e.g., UTRCA). In addition, post-development wetland compensation/groundwater discharges to the proposed locations are to be in accordance with the accepted water balance assessment, the accepted hydrogeological assessment and reflected in the Functional Stormwater Management report as applicable and accommodated in the proposed storm/drainage and SWM servicing works;
    - Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
    - Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
    - Completion of a water balance and/or addendum/update to any existing water balance for the proposed development, revised to include the use of LIDs (or third pipe conveyance system) as appropriate. This water balance component will be required by the developer to the satisfaction of the City and UTRCA;
    - Completion of a feature-based water balance for any nearby natural heritage feature to include the use of LIDs (or third pipe conveyance system) as appropriate;
    - Details related to proposed LID solutions (or third pipe conveyance system), if applicable, including details related to the long-term operations of the LID systems (or third pipe conveyance system) as it relates to seasonal fluctuations of the groundwater table and potential road salt application impacts;

- Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
- Evaluation of construction related impacts and their potential effects on local significant features;
- Development of appropriate short-term and long-term monitoring plans (if applicable);
- Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.

- SWED is not supportive of utilizing Colonel Talbot Road as a major over land flow route. Also note that the urbanization of Colonel Talbot Road will be underway in 2024-25 so there will not be a ditch for the applicant to outlet too. The ultimate major overland flow route will be the pond to the south, but there may be an opportunity to utilize a temporary dry pond on block 16 that can capture and restrict major flows and outletting these flows at a controlled rate to the future storm sewer on Colonel Talbot Road. The applicant would be required to demonstrate in their stormwater management report that this temporary measure would be feasible prior to acceptance from the City of London.

Sewer Engineering

4. Matters for Detail Design
   - Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 600 mm (24”) diameter sewer located on Colonel Talbot Rd.
   - Provide confirmation that the proposed redistribution of sanitary areas and associated populations can be supported to the existing 300 sanitary stub located on Colonel Talbot Road in Phase one as other external lands owned by the Applicant were shown tributary to a 450 sanitary stub on Colonel Talbot Road on the accepted sanitary drainage area plan for Colonel Talbot Pump Station
   - The 300mm diameter stub at 1.78% has capacity for 129L/s based on the as-constructed slope, but the sewer through the subdivision will likely be flatter grades and could require the existing PDC to be removed and upsized based on the internal sewer needs which impacts oversizing costs. SED is requesting what the impacts on the oversizing subsidy as a result of this proposed routing and if the existing 300mm diameter stub is sufficient or if it is proposed to be upsized as a result of the additional lands that are not tributary per accepted drawings.
   - As proposed is 9.56ha and 2341ppl from the draft plan of subdivision which exceeds the 1208ppl allocated and proposing to bring in approximately 55ha of external lands through the subdivision.
   - The density within the draft plan of subdivision is approximately 1100ppl over the allocated. (+1133ppl)
   - The lands external to this draft plan that are being proposed through the subdivision which is not the intended connection location is approximately 55ha suggesting 115ppl/ha which slightly exceeds the accepted density of 100ppl/ha (+825ppl above allocated).
   - If SED agrees with the sizing of the internal sewer required, updated drainage area plan will be required to reflect the lands that deviates from accepted drawings.

Transportation Planning & Design

5. Matters for Detail Design
   - The Traffic Impact Study shall verify the adequacy of the decision sight distance on Colonel Talbot Road at Street A. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection, to the satisfaction of the City, at no cost to the City.

External Agency Comments

Bell Canada

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval
1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

UTRCA

UPPER THAMES RIVER
CONSERVATION AUTHORITY
Thames
Canadian Heritage River

"Inspiring a Healthy Environment"

May 17, 2024

City of London – Planning & Development
P.O. Box 5035
London, Ontario N6A 4L9

Attention: Alison Curtis (sent via e-mail)

Re: UTRCA Comments
File No. 39T-16509/Z-8720 – Draft Plan of Subdivision & Zoning By-Law Amendment
Hudson Park Subdivision – Phase 1
Owner – Sifton Properties Limited
3614 & 3630 Colonel Talbot Road and 6621 Pack Road, London

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 and the Provincial Policy Statement (2020*)*.

PROPOSAL & BACKGROUND

The applicant is proposing a residential subdivision on the westerly portion of the subject lands. The Phase 1 lands have an area of 9.55 hectares. The development will be comprised of 12 single residential lots, 5 medium density residential blocks as well as a future development block, a park block, a school block and the supporting road network.

Various subdivision plans for the entire site as well as for the Phase 1 and 2 lands have been submitted by the applicant since 2016. The UTRCA's last comments were provided in December 2020 and pertained to an Initial Proposal Report for the Phase 2 lands of 3614 & 3630 Colonel Talbot Road and 6621 Pack Road. In correspondence dated December 10, 2020, we advised that a detailed wetland relocation/compensation plan was required for the proposed removal/relocation of the wetland features in the Phase 1 Lands. Furthermore it was noted that the matter would need to be considered by our Hearings Committee.

DELEGATED RESPONSIBILITY & STATUTORY ROLE

Provincial Policy Statement 2020

The UTRCA represents the provincial interest in commenting on development applications with respect to natural hazards ensuring that applications are consistent with the PPS. This responsibility has been established in a Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Municipal Affairs and Housing.

The UTRCA's role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we make sure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and with the policies in the UTRCA's Environmental Planning Policy Manual (UEPPM, 2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the UTRCA's policies (UEPPM, 2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

CONSERVATION AUTHORITIES ACT

As shown on the enclosed 2024 Regulation Mapping, the subject lands are regulated by the UTRCA in accordance with Ontario Regulation 41/24, made pursuant to Section 28 of the *Conservation Authorities Act*. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA.

The regulation limit for the Phase 1 Lands is comprised of:

- Wetlands and the surrounding areas of interference.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL
The UTRCA's Environmental Planning Policy Manual is available online at:

https://thamesriver.on.ca/wp-content/uploads/EnvPlanningPolicyManual-update2017.pdf

NATURAL HAZARDS

In Ontario, prevention is the preferred approach for managing hazards in order to minimize the risk to life and property. The UTRCA's natural hazard policies are consistent with the PPS and the applicable policies include:

3.2.2 General Natural Hazard Policies
These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3*.2.6 Wetland Policies*
New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and/or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) and a Hydrogeological Assessment and Water Balance Analysis that there will be no negative impact on the hydrological function of the wetland feature and no potential hazard impact on the development.

TECHNICAL REPORTS & COMMENTS
The following technical submissions were received on April 15, 2024:

i. ***Phase 1: Environmental Impact Study* (EIS) *Update* – *Hudson Park Subdivision***, prepared by NRSI dated February, 2024;

ii. ***Final Proposal Report – 3614 & 3630 Colonel Talbot Road and 6621 Pack Road*** prepared by Sifton Properties Limited (in association with Stantec, NRSI and exp) dated April, 2024.

iii. ***Hydrogeological Assessment – 3614 & 3630 Colonel Talbot Road and 6621 Pack Road, London, Ontario*** prepared by exp dated December 12, 2023;

We offer the following comments.

EIS
In correspondence dated December 10, 2020 regarding the Initial Proposal Report for Phase 2 of the subject lands, the UTRCA advised that:

P.10, P.13 & P. 16 Wetland Communities/Wetlands – As has been previously advised/discussed, a detailed wetland relocation/compensation plan is required to address the removal/relocation of the wetland features in the Phase 1 Lands. This matter will need to be considered/approved by the UTRCA's Hearings Committee in advance of conditions of draft plan conditions being provided. A net environmental benefit must be achieved as part of this process.

Reference is made to the Complete Corridor that is to be created which appears to be 45 metres wide as shown on the circulated draft plan. As per the Dingman EA (p.113) it is the UTRCA's understanding that the complete corridor width is to range between 50-100 metres. The size of the corridor should be consistent with the EA.

With respect to the Dingman EA, at the Proposal Review Meeting, City Stormwater Unit staff indicated that a Block Plan is to be prepared prior to the submission of the draft plan. The Block Plan is to be prepared in consultation with City and UTRCA staff and the landowners/developers. This exercise will confirm the requirements for the various components of the corridor including natural hazards, storm water, natural heritage including wetland compensation and recreation/paved pathway. We look forward to participating in this process.

On page 28 and 30 of the EIS (also noted in the Final Proposal Report) it is indicated that a detailed wetland compensation plan is to be prepared/provided under separate cover. Please provide the wetland compensation plan. We also recommend that the applicant contact our Land Use Regulations staff regarding the Section 28 permit submission requirements and the Hearing process for the proposed wetland removal/relocation/compensation.

Hydrogeological Assessment

H1. The discussion in Section 4.4.1 regarding the Monitoring Well Hydrographs only pertains to the trends observed in selected monitoring wells in the till layer. Please include an interpretation of the deeper wells including MW17-5 and MW17-8 screened in sand aquifer.

H2. Section 4.4.3 discusses the shallow groundwater flow direction. Please identify the groundwater flow direction in the sand aquifer observed in MW17-5 and MW17-8 and MW16-4.

H3. Section 4.5 notes that “This hydrograph suggests there is limited interaction between the shallow groundwater and surface water environment at Wetland Area D.” However, the water levels at P2 are very close to water levels at SG2 at various measuring events indicating surface and groundwater interaction. Please update the report with an accurate statement regarding the surface and groundwater interaction in Wetland D.

H4. Item 4 in section 1.3 Terms of Reference and Scope of Work notes “Preparation of a featurebased water balance assessment of Wetland Area D as well as for the intermittent watercourses and woodland feature located in the eastern portion of the Site”. However, the water balance has only been conducted for the drains. The UTRCA required a feature based water balance for Wetland D. Please address.

H5. Please include temperatures in the hydrographs to assist with the understanding of the site hydrogeology as well as the interaction between the surface and groundwater conditions.

H6. The ground surface elevations and the well completion depths in Table 1 do not match those noted in Appendix H, nor do they align with the borehole logs. Please revise the corresponding tables accordingly.

H7. The groundwater elevation in piezometer #2 (P2) is recorded above the top of the pipe during March and April 2020. The flooding of the wetland is reported in the hydrogeological report. Please explain how the groundwater in the piezometer was measured during the flooding events.

H8. The hydraulic gradients in Appendix H rely on water levels measured since November 2019.
Different trends in water levels are evident based on the water levels measured from 2016 to 2018. For instance, the water levels in MW16-1 were higher than those measured at MW17-1 between October 2018 and November 2019. Additionally, some of these measurements have been taken from different layers (aquifer vs aquitard). Therefore, they cannot represent the actual vertical hydraulic gradient within the shallow aquifer and cannot be relied upon as an indication of surface water and groundwater interactions. This is because the measurements may not capture the full complexity of the interactions between surface water bodies and groundwater, especially if they are taken from different layers with different hydraulic properties.

H9. Groundwater levels at MW17-2 are consistently higher than those measured at P2 between February 2020 and May 2020, as well as November 2020 and February 2021, and April 2021. Additionally, groundwater levels at P4 consistently exceed those measured at P2 during all water level measurement events from November 2020 to June 2021. These observations suggest that the groundwater flow in the central north portion of the site extends northward towards Wetland D, a pattern consistent with the local topography in this area. It is imperative to incorporate this information into the water balance analysis and future best management practice solutions aimed at maintaining the post-development water balance for Wetland D.

H10. The impact study in Chapter 8 only considers the short-term impact to Wetland D during the construction phase. Given that groundwater is seasonally contributing to Wetland D, please include development impact to this feature in the associated section of the Hydrogeological Assessment Report.

H11. The UTRCA mandates the monitoring of the water balance for Wetland D and the drainage features, along with the implementation of mitigation measures during both the construction phase and the subsequent 5 years post-development. Please submit a distinct monitoring and mitigation plan for both the retained and compensated/proposed features.

H12. The dewatering calculations do not include the volume of water received from precipitation. Please update the water taking calculations with corresponding precipitation volume.

H13. The monitoring well MW17-9 is screened within Clay Silt Till but the screen is marked within Sand/Sand and Gravel layer in Cross-Section AA'.

H14. The bottom of the scree elevation for MW17-6 is not consistent with the end of borehole elevation. Please edit the borehole log and associated tables and other information.

Water Balance

W1. The Hydrogeological Report mentions the removal and compensation of Wetland Areas A, B, and C, with Wetland D planned for retention. Justification for the removal of wetlands should be provided and should consider their hydrologic and hydraulic functions, including flood storage.

W2. It is noted that most of the site contributes surface runoff to wetlands A, B, and C while only a small portion contributes to Wetland D. Removing the downstream wetlands could disrupt the natural flows, isolating Wetland D without a natural outlet. Recommendations should include maintaining natural flow connections between upstream wetland D and downstream wetlands A, B, and C.

W3. The boreholes show sand and silt under the topsoil layers. The grain size soil analysis indicates predominantly sandy silt with a lower percentage of clay. Please provide the grain size percentage in the soil samples and justification for the soil type used in water balance calculations.

W4. Stantec Drawing 1 does not follow the site contours and has not considered a small area just north of the site and west of the Wetland D. Please verify the catchment area boundaries on the site plan, ensuring that they accurately reflect site contours and include all relevant areas.

W5. In Section 5.3, it is mentioned that the on-site post-development catchments contributing to the drainage channel within the Site boundary are catchments 100, 300, 402, 600 and 601. However, catchment area 402 may not be contributing the drainage channel. Please confirm the flow contributions from catchment area 402 under the proposed conditions, including whether they flow into the existing subdivision or storm sewer on Issac Drive.

W6. Please limit the water balance section to those catchment areas contributing runoff to wetlands, avoiding unnecessary repetition of drainage patterns already documented in the Stantec Memo.

W7. The analysis estimates a significant increase in on-site catchment area to the Proposed Drainage Channel, potentially causing increased flows post-development. Proper modeling and design of the channel to convey the 250-year storm, supported by geomorphological studies and cross sections showing the 250-year flood elevations, are recommended to manage increased flows without causing flooding or erosion.

W8. Section 5.3 mentions the construction of five (5) SWMFs along the entire course of the channel corridor to provide storage and quantity control of stormwater. This description of the runoff under the proposed conditions does not match with the section 10.2 of the Stantec Memo dated November 3, 2023. Please address the discrepancies between the description of runoff under the proposed conditions regarding quantity control methods.

W9. Table 5 shows area 103 which is 8.90 ha contributing to the woodland and not to Wetland D. Table 5 should clarify whether the reported catchment areas relate to wetlands or woodlands. Please provide explanations for areas contributing to respective wetland features under proposed conditions.

W10. Please confirm and elaborate on how infiltration and runoff targets were estimated for the proposed engineered wetlands.

W11. Please provide justification for the water balance calculations under the pre- and proposed conditions, particularly regarding areas with no connection to existing wetland features on the site.

Final Proposal Report

F1. It is indicated that there are no natural hazards on the subject lands and that the lands are not regulated by the UTRCA. As shown on the enclosed 2024 Regulation Mapping, the site is regulated by the Conservation Authority and the necessary Section 28 approvals must be obtained prior to the applicant undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

F2. Map 6 – Hudson Park Constraints and Draft Plan in the updated February 2024 of the Phase 1 Environmental Impact Study shows the proposed channel realignment. The UTRCA requires justification for this proposed realignment including supporting technical studies (e.g. geomorphological analysis). Factors such as impacts on flooding, alteration of floodplain width, and effects on adjacent properties upstream and downstream must be addressed to ensure that the proposed realignment does not increase the risk of flooding.

F3. The Final Proposal Report includes a memo prepared by Stantec Consulting Ltd dated November 2023 that deals with site servicing. In Section 10 Stormwater Management it is noted that the subject lands and the residential lots adjacent to Colonel Talbot Road fall within the drainage area of the existing Oliver Subdivision SWM facility. If the SWM pond is already constructed, consideration may be given to deferring the SWM review to the City.

F4. Major flows are proposed to be directed to a temporary dry pond at the southwest limit of the subject lands, with the pond outletting to a roadside ditch. Please ensure that the conveyance capacity of the ditch can accommodate the major flows, including those from the 250-year regulatory storm event.

F5. The reported post-development runoff coefficient is 0.5, while a coefficient of 0.65 is proposed for certain areas which may require quantity control on site. Adequate retention and storage should be provided for quantity control up to a 250-year storm event.

F6. The removal and compensation of three wetland features are outlined in the report. Compensation areas are proposed along the channel corridor. Detailed water balance analysis under the proposed conditions should establish the base flow in the SWM targets to maintain surface runoff and promote infiltration with clean runoff.

F7. A water balance analysis for wetland D should be conducted under both the existing and the proposed conditions and consider the contributing catchment areas. SWM measures in the report should address runoff and infiltration to wetland D under the proposed conditions.

F8. Figure 10 - Storm Drainage illustrates the proposed channel realignment and future SWM pond. The UTRCA recommends locating SWM ponds outside the 250-year floodplain with a 6-metre setback, in accordance with MNR guidelines for unconfined systems.

F9. Figure 10 depicts proposed future SWM ponds situated opposite each other. To prevent flooding or increased downstream flows, ensure that the proposed dry ponds do not peak simultaneously.
This will mitigate flooding and erosion risks under proposed conditions.

RECOMMENDATION

The subject lands are regulated by the UTRCA. As previously advised, the necessary Section 28 approvals for the wetland relocation/compensation must be secured from the UTRCA's Hearing Committee prior to the Conservation Authority being in a position to offer conditions of draft plan approval. Accordingly, we recommend that the application be deferred.

We encourage the applicant to contact our Land Use Regulations Staff regarding the Section 28 permit submission requirements, and the Hearing process for the proposed wetland removal and compensation and the associated fees.

UTRCA REVIEW FEES

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications and the peer review of supporting technical studies. Our fee for this review is **$18,650.00** as detailed below and will be invoiced to the applicant under separate cover.

Draft Plan of Subdivision $14,300.00
Zoning By-Law Amendment $1,380.00
Technical Review of SWM & Water Balance $1,270.00 Technical Review of Hydrogeological Report $1,700.00

TOTAL $18650.00

Thank you for the opportunity to comment. If there are any questions please contact the undersigned.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY

Christine Creighton
Land Use Planner ll
IS/NS/SH/JA/JS/CC/cc

Enclosure: UTRCA Regulation Limit mapping (please print on legal size paper for accurate scales)

c.c. Sent via email -
Lindsay Clark - Sifton Properties Limited, Applicant
Jessica Schnaithmann - Land Use Regulations Officer, UTRCA
Deb Kirk - UTRCA

London Hydro

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

Hydro One

Enbridge Gas (Union Gas)

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Enbridge the necessary easements and/or agreements required by Enbridge for the provision of gas services for this project, in a form satisfactory to Enbridge.

Should you require any further information, please contact the undersigned.

Barbara M.J. Baranow
Analyst Land Support

Enbridge Gas Inc.
50 Keil Drive North, Chatham, ON N7M 5M1

Integrity. Safety. Respect.

Imperial Oil

Hello Farzaana,

A delightful afternoon to you.

Please be informed, there is no Imperial infrastructure in the vicinity of these locations, and there is no need for further engagement.

Many thanks and wishing you a blissful day!

Best regards,

Michael Fatogun
Analyst - Land Operations
Global Business Solutions, Financial Services

ExxonMobil Hungary Kft.
Dózsa György út 61-63, 1134 Budapest, Hungary.
Pillar Office – Norway
Company Registration No.: 01-09-721052
Registered by the Court of Registry of the Metropolitan Tribunal

Appendix E – Public Engagement

Community Engagement

Public Liaison: Information regarding the requested Zoning By-law Amendment application and opportunities to provide comments were provided to the public as follows:

- Notice of Public Participation Meeting was sent to property owners within 120 metres of the subject property and on published in the Public Notices and Bidding Opportunities section of The Londoner June 27th, 2024.
- Notice of Application was sent to property owners within 120 metres of the subject property on June 27th, 2024.
- Information about the Application were posted on the website on June 27th, 2024.

Notice of Revised Application – Londoner April 4, 2024
3614, 3630 Colonel Talbot and 6621 Pack Road, east of Colonel Talbot Road and south of Pack Road – The purpose and effect of this revised application is to consider a proposed Draft Plan of Subdivision and Zoning By-law Amendment to allow for a residential subdivision consisting of twelve (12) single detached lots, five (5) medium

density blocks, and one (1) block for a school or medium density. **Draft Plan of Subdivision –** Consideration of a proposed Draft Plan of Subdivision to allow for: twelve (12) single detached lots; five (5) medium density blocks; one (1) future development block, one (1) park block; one (1) school/medium density block; and, six (6) road widening and reserve blocks serviced by three (3) new streets (Streets A, B and C). **Zoning By-law Amendment –** Consideration of an amendment to the Z.-1 Zoning By-law to change the zoning from Urban Reserve (UR4) to: Neighbourhood Facility (NF) to permit places of worship, elementary schools and day care centers; Open Space (OS1) to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural; golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks; campgrounds, and managed forests; Residential R1 (R1-4) Special Provision Zone to permit single detached dwellings; Residential R4 (R4-6(11)) Special Provision Zone: to permit street townhouse dwellings on a minimum lot area of 280 square metres and a minimum lot frontage of 7 metres; Residential R5 (R5-7(_)) Special Provision Zone: to permit cluster and cluster stacked townhouse dwellings on a minimum lot area of 2000 square metres and a minimum lot frontage of 30 metres; Residential R6 (R6-5(_)) Special Provision Zone: to permit single detached, semi-detached, and duplex dwellings on a minimum lot area of 820 square metres and a minimum lot frontage of 10 metres; Residential R7 (R7(_)) Special Provision Zone: to permit senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities; and emergency care establishments on lots with a minimum lot area of 1000 square metres and a minimum lot frontage of 25 metres; and, Residential R9 Special Provision Zone (R9-5(_) – to permit apartment buildings, handicapped person's apartment buildings, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities on a minimum lot area of 1000 square metres with a minimum lot frontage of 30 metres. Special provisions have been requested for: additional permitted uses; reduced setbacks, reduced lot frontage; reduced landscaped open space; increased lot coverage, increased height; and, increased density. The City may also consider adding holding provisions in the zoning.

File No: 39T-16509/Z-8720 Planner: A. Curtis x. 4497

Cassels

July 5, 2024

By Email: pec@london.ca

ruukkivi@cassels.com
tel: +1 416 860 6613
file #60613-1

Planning and Environment Committee
City of London
P.O. Box 5035
300 Dufferin Avenue, 6th Floor
London, ON N6A 4L9

To the Chair and Committee Members:

Re: File: 39T-16509/Z-8720
Sifton Properties Limited
3614, 3630 Colonel Talbot Road and 6621 Pack Road, London

We are the lawyers for Christine Flaherty, the owner of 6499 Park Road in the City of London (the "Flaherty Lands"). We are writing on behalf of our client to object to the rezoning a draft plan of subdivision application filed on behalf of Sifton Properties Limited for 3614 & 3630 Colonel Talbot Road and 6621 Pack Road London (the "Subject Property").

The Flaherty Lands are a 10 acre parcel directly adjacent to the north and west of the Subject Property. While in proximity to the Subject Property, the Flaherty Lands are under separate ownership from the Subject Property. Despite the separate interests in the Flaherty Lands and the Subject Property, the Applicant has depicted the Flaherty Lands within its draft Plan of Subdivision.

From review of the accompanying Environmental Impact Study by Natural Resource Solutions Inc dated February 2024 (the "EIS"), it is our client's understanding that the applicant has indicated the presence of Colonially-Nesting Bird Breeding Habitat, Amphibian Breeding Habitat and Significant Woodland on the Flaherty Lands. No permission was provided to conduct the EIS on the Flaherty Lands and any findings made within the EIS have been obtained by way of trespass. As such, certain details, such as the fact that Pond C/Wetland D (as they are so called in the EIS) are manmade structures.

As per Map 5 to the London Plan, approved by the Ministry of Municipal Affairs and Housing on December 28, 2016, there is no Significant Woodland or other Natural Heritage Features on the Flaherty Lands (see Appendix A). Map 5 is correct and the determination of the existence of Natural Heritage Features is in error. As such, this indication in both the Draft Plan of Subdivision submitted by the Applicant and the EIS is incorrect and should be removed.

It is the request of our client to have this corrected in any final plan of subdivision approved by the City. We request further notice of these applications as they are considered for approval. Notices can be provided to the undersigned. These findings have a significant and improper impact on our client's lands.

Yours truly,

Cassels Brock & Blackwell LLP

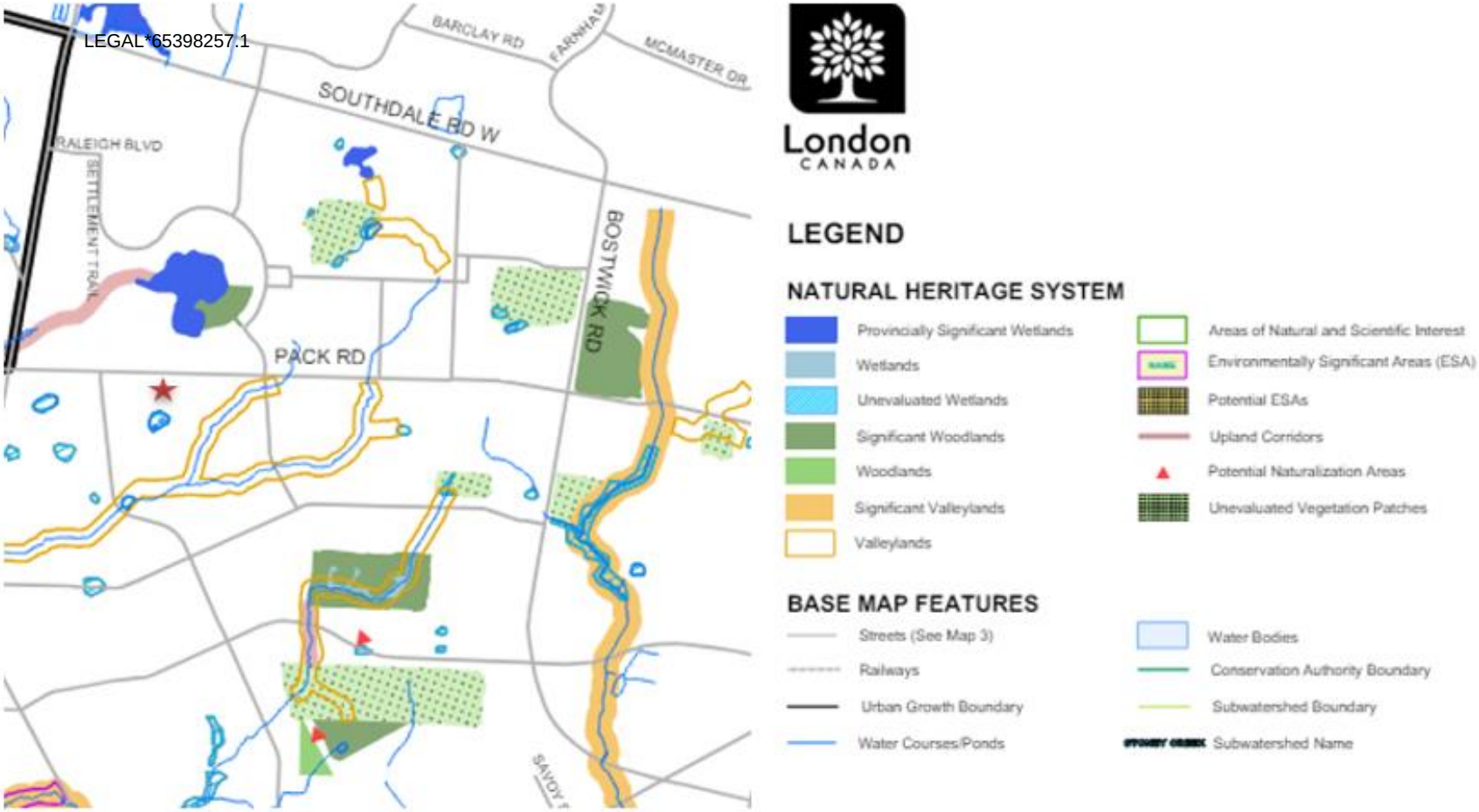
Raivo Uukkivi
Partner

RU/JE

cc: Jennifer Evola, Counsel (jevola@cassels.com)
Alison Curtis, City of London Planning & Development (acurtis@london.ca)
Anna Hopkins, Ward Councillor, (ahopkins@london.ca)

APPENDIX "A"

Map 5 to London Plan (Approximate location of Flaherty Lands indicated by red star)



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Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **Scott Mathers, MPA, P.Eng.**
Deputy City Manager, Planning and Economic Development
Subject: **Wonderland Business Centre Inc. (c/o Siv-ik Planning and Design)**
3392 Wonderland Road South
File Number: OZ-9730, Ward 10
Public Participation Meeting
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Old Oak Properties Inc. (c/o Siv-ik Planning & Design) relating to the property located at 3392 Wonderland Road South:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024, to amend the Official Plan, The London Plan, by **ADDING** new policies to the Specific Area Policies for the Shopping Area Place Type and 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 "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024, to amend the Southwest Area Secondary Plan (SWAP), forming part of the Official Plan, by **ADDING** a site-specific policy to the Wonderland Road Community Enterprise Corridor and Medium Density Residential policies in the Wonderland Boulevard Neighbourhood;

(c) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, **FROM** a Light Industrial (LI1/LI7) Zone, an Environmental Review (ER) Zone, and an Open Space (OS4) Zone **TO** a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space /(OS4) Zone;

(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 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 Wonderland Road Community Enterprise Corridor 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 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 Wonderland Road Community Enterprise Corridor and Medium Density Residential designation to permit commercial uses on the subject lands in addition to a limited range of permitted light industrial uses.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject lands to a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space (OS4) Zone to permit a broader range of commercial and service trade uses on the lands, in addition to a limited range of light industrial uses within the existing and approved buildings.

Purpose and Effect of Recommended Action

The recommended action will permit additional commercial and trade-service uses on the subject lands within the existing buildings. Staff are recommending approval of the requested Official Plan and Zoning by-law amendments with special provisions that permit retail store and place of worship as additional permitted uses, while reducing the range of permitted light industrial uses that may be associated with noise, vibration and/or dust related impacts.

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

A.166/13 – A minor variance application to permit 27.15m² (292.24 sq.ft.) (19.125% of leased space) retail sales ancillary to custom workshop where custom workshop is not specifically identified in the zone regulation. The application was granted by the Committee of Adjustment on October 8, 2013.

1.2 Planning History

1.3 Property Description and Location

3392 Wonderland Road South is located on the east side of Wonderland Road South, approximately 375 metres south of the intersection of Wonderland Road South and Bradley Avenue, in the Bostwick Planning District. The site functions as a multi-tenant industrial/business park with a range of light industrial uses currently existing on the property. The subject lands currently consist of eight (8) standalone buildings, with an additional nine (9) buildings approved and under construction (SPA21-021). The surrounding land uses include vacant industrial lands to the north, an industrial mall and vacant residential land to the south, a large retail store to the west and Pincombe Drain to the east.

Site Statistics:

- Current Land Use: Industrial and commercial
- Frontage: 145.5 metres (Wonderland Road South)

- Depth: 349 metres
- Area: 8.55 hectares
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Vacant Industrial Land
- East: Pincombe Drain/Morgan Park
- South: Warehousing/Industrial
- West: Large Retail Businesses (Lowe's)

Existing Planning Information:

- The London Plan Place Type: Shopping Area & Neighbourhoods & Green Space
- Existing Special Policies: Wonderland Road Community Enterprise Corridor / Medium Density Residential - Southwest Area Secondary Plan
- Existing Zoning: Light Industrial (LI1/LI7) Zone, Environmental Review (ER) Zone, and Open Space (OS4) Zone

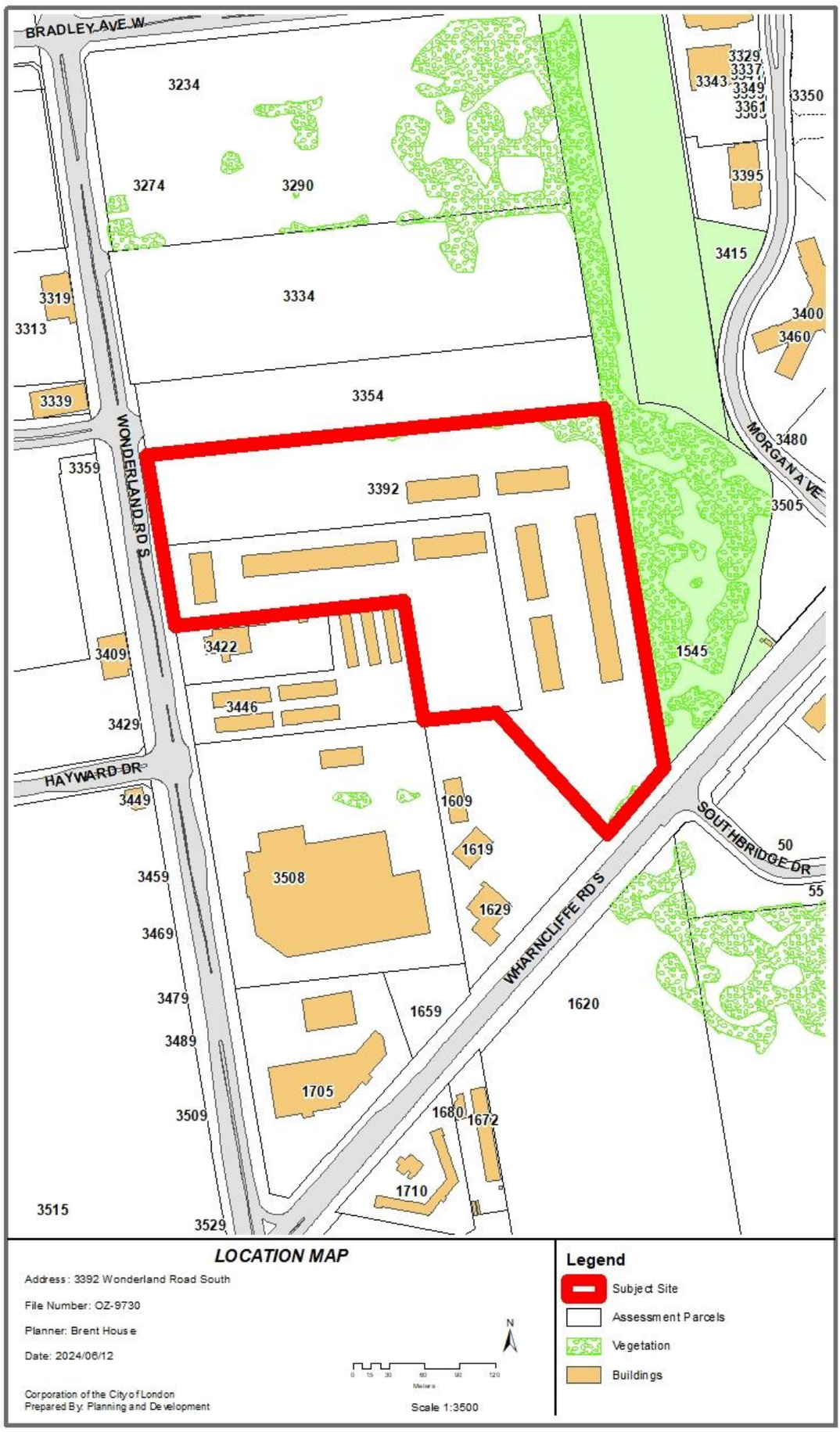


Figure 1- Location Map of 3392 Wonderland Road South & Surrounding Uses

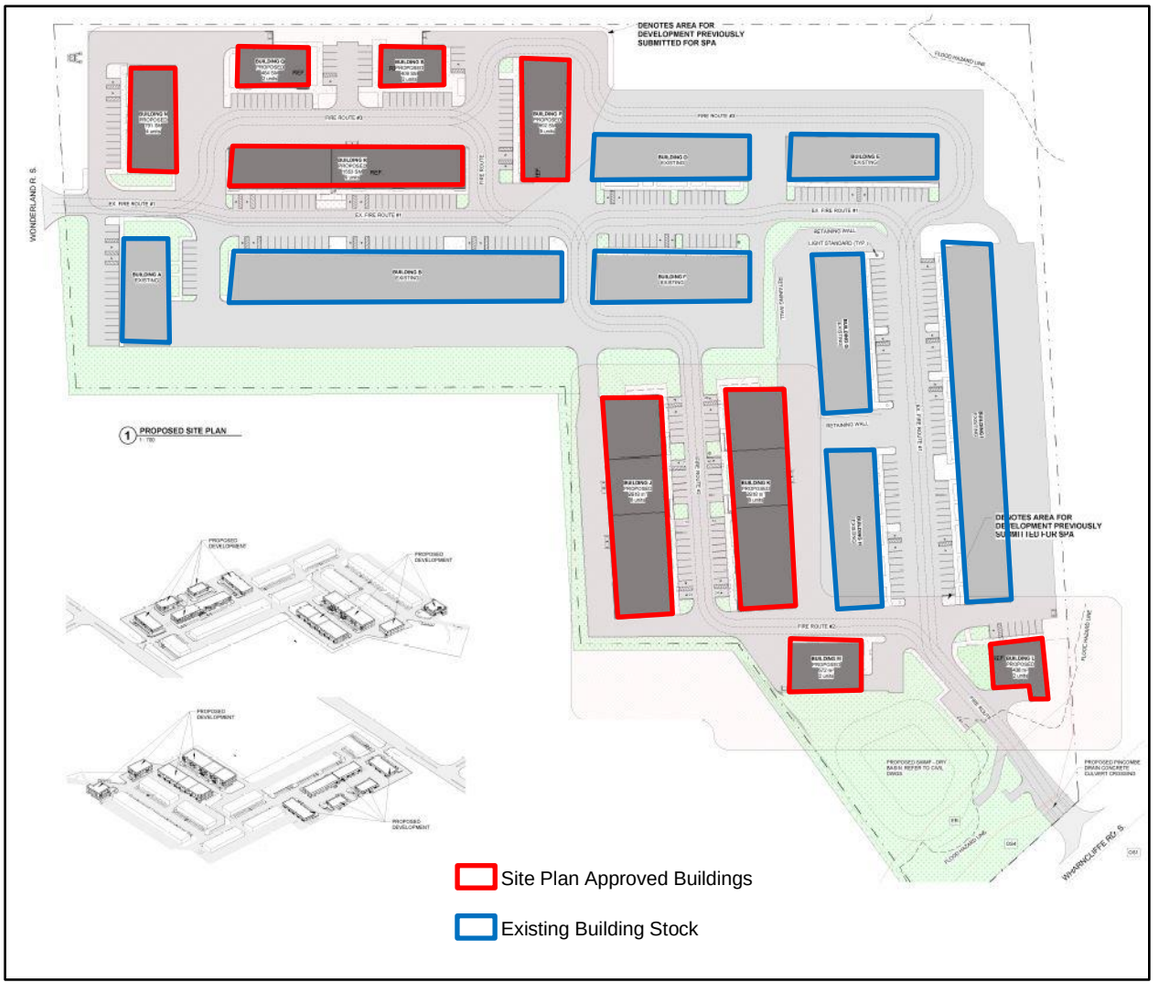


Figure 2 – Existing Site Plan

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

2.0 Discussion and Considerations

2.1 Proposal

The applicant is proposing to permit commercial uses on the subject lands, while maintaining the existing light industrial zones and limiting the range of permitted light industrial uses. It should be noted that no additional development is proposed through this Official Plan and Zoning By-law amendment application.

2.2 Requested Amendments

An Official Plan Amendment (“OPA”) has been requested to amend the Southwest Area Secondary Plan (“SWAP”) to add a specific policy to the *“Medium Density Residential* (MDR)*” and “Wonderland Road Community Enterprise Corridor* (WRCEC)*”* designations to permit commercial uses on the subject lands, while maintaining a range of permitted light industrial uses. An Official Plan Amendment to The London Plan has also been requested to add Specific Area Policies to the Shopping Area and Neighbourhoods Place Types to permit light industrial/employment uses within the existing buildings which do not result in significant noise, vibration and/or dust impacts.

Additionally, a Zoning By-law Amendment (“ZBA”) has been requested to rezone the subject lands to a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space (OS4) Zone. The purpose of the requested ZBA is to permit commercial uses, in addition to a limited range of light industrial uses within the existing buildings. Permitted light industrial uses would be limited to those which are not associated with noise, vibration and/or dust related impacts.

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 26 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 May 9, 2024. A “Planning Application” sign was also placed on the site.

No responses were 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 commercial 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 ("MDR") and Wonderland Road Community Enterprise Corridor ("WRCEC") pursuant to Schedule 5 (Wonderland Boulevard 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 additional commercial uses on the subject site are supported by the policies of the *Provincial Policy Statement, 2020 (PPS).* A portion of the subject lands to the east is located within the Neighbourhoods Place Type fronting a Civic Boulevard in The London Plan. 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). The lands also have a Shopping Area Place Type designation on the easterly portion of the subject lands. The Shopping Area Place Type permits a broad range of retail, service, office, entertainment, recreational, institutional, and residential uses (877_1). Mixed-use buildings are encouraged and uses that are not compatible with residential and retail uses will not be permitted (877_2 and 822_3).

In this instance, the requested Zoning By-law Amendment seeks to remove uses from the Light Industrial (LI1/LI7) Zone variations and Restrictive Service Commercial (RSC2/RSC3/RSC5) Zones variations which are associated with noise, vibration and/or dust related impacts, such as Truck sales and service establishments, Tow Truck Business, Automobile sales and service establishments, Automotive uses, restricted and impounding yards. Staff are satisfied that by scoping the range of permitted uses to eliminate uses that may impact adjacent properties, and recognizing the existing light industrial uses within the existing and approved buildings, that the requested amendment satisfies the use provisions within the Shopping Area Place Type and Neighbourhoods Place Type in The London Plan.

The subject lands are designated MDR and WRCEC in the SWAP. The intent of the MDR designation is to encourage a mix of housing types and forms at an intensity that is higher than more recent suburban neighbourhoods. The WRCEC designation is intended to provide for a wide range of commercial, office, residential and institutional

land uses in low to mid-rise built forms with an emphasis on creating a diverse range of employment opportunities to support adjacent residential areas. The proposed industrial and commercial uses are not permitted in the MDR designation; therefore, an amendment to add a specific policy is required to permit the proposed additional uses. Staff are supportive of the requested amendment as the subject lands are already used and zoned for light industrial uses, and adding a limited range of light industrial and restricted service commercial uses within the existing and approved buildings will not detract from the future development of the lands to residential.

The subject lands consist of quality building stock and are located in an economically viable area of the City that can reasonably accommodate additional commercial uses, while maintaining the opportunity for future residential redevelopment. Through this amendment, restricting the permitted light industrial uses to the existing buildings while removing the industrial uses which may be associated with noise, vibration and/or dust related impacts will improve the vitality of the lands, and not detract from the future development of the lands to residential. Staff are satisfied the range of uses are compatible with the existing light industrial uses and future residential and commercial uses contemplated in the Medium Density Residential and Wonderland Road Community Enterprise Corridor designations in SWAP, and are more aligned with the range of permitted uses contemplated in the Shopping Area Place Type in The London Plan.

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 existing and already approved buildings, 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. On this basis, staff are satisfied that the specific area policy to permit the additional uses within the existing building stock is appropriate.

4.3 Form

No additional development or site alterations are contemplated as part of this application. As such, staff have no concerns with the built form which has already been reviewed and approved through Site Plan.

4.4 Zoning

The applicant has requested to rezone the subject lands to a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)*RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space (OS4) Zone.

The requested amendment will add RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone variations to the site to allow for a broader range of commercial uses and service trade uses, which generally require larger interior building space and a location on major streets conducive to patrons arriving by automobile. Special provisions are proposed for the RSC2 and RSC3 Zone categories to include Retail Store and Place of Worship as additional permitted uses.

Additionally, the requested amendment seeks to maintain the existing LI1/LI7 Zone variations on the property to ensure that existing site users are not “zoned into non-conformity” while also adding special provisions to scope the range of permitted light industrial uses by removing those uses which may be associated with noise, vibration and/or dust related impacts. The special provisions would also limit the location of these uses to the existing and approved buildings.

Staff are satisfied the range of proposed commercial uses is compatible with existing uses. As the site is already fully developed under the current LI1/LI7 Zone, the recommended amendment does not add significant new development opportunity

however will not hinder the long-term vision for higher-density residential and or mixed use development.

4.5 Open Space

Portions of the property are currently zoned an Open Space (OS4) Zone and an Environmental Review (ER) Zone. These zone boundaries generally align with the extent of potential natural hazard features that are regulated by the Upper Thames River Conservation Authority ("UTRCA"). The proposed Zoning By-law amendment does not propose to reduce the extent of the OS4 Zone boundary and in fact will expand the OS4 delineation to include the lands currently zoned as Environmental Review (ER) Zone, as recommended by UTRCA and City Stormwater Management staff through the pre-application consultation process. This will further ensure that no development or site alteration will occur within portions of the site impacted by natural hazards and flooding.

Conclusion

The applicant has requested an amendment to the Southwest Area Secondary Plan, to add a Specific Policy Area to the Wonderland Road Community Enterprise Corridor and Medium Density Residential designation to permit commercial uses on the subject lands in addition to a limited range of permitted light industrial uses. The applicant has also requested an amendment to the Zoning By-law Z.-1 to rezone the subject lands to a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space (OS4) Zone to permit a broader range of commercial and service trade uses on the lands, in addition to a limited range of light industrial uses within the existing and approved buildings. Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and the Southwest Area Secondary Plan, and will facilitate the continued use of the existing building stock with a range of uses that are appropriate for the context of the site and surrounding area.

Prepared by:	**Brent House, Planner** **Planning Implementation**
Reviewed by:	**Catherine Maton, 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 Corby, 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 3392 Wonderland Road South

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 July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Wonderland Road Community Enterprise Corridor designation and the Medium Density Residential designation of the Southwest Area Secondary Plan (SWAP) to permit a range of additional uses.

LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3392 Wonderland Road South 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, which do not adversely impact existing light industrial uses and provide transition to future residential uses. The recommended amendment is consistent with the PPS 2020, which promotes 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. The recommended amendment conforms to The London Plan, including, but not limited to the evaluation criteria for Specific Policy Areas, the Neighbourhoods Place Type, Shopping Area Place Type and the Wonderland Road Community Enterprise Corridor policies.

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 Medium Density Residential designation within the Wonderland Boulevard Neighbourhood as follows:

    3392 Wonderland Road South

    For the lands in the Medium Density Residential Designation located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

2. Add a policy to the Wonderland Road Community Enterprise Corridor designation within the Wonderland Boulevard Neighbourhood as follows:

    3392 Wonderland Road South

    For the lands in the Wonderland Road Community Enterprise Corridor Designation located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may

evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

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

A. PURPOSE OF THIS AMENDMENT

B. The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and Shopping Area Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit a range of additional uses.

LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3392 Wonderland Road South in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for the repurposing of the existing building stock, to permit limited commercial, which do not adversely impact existing light industrial uses and provide transition to future residential uses. The recommended amendment is consistent with the PPS 2020, which promotes 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. The recommended amendment conforms to The London Plan, including, but not limited to the evaluation criteria for Specific Policy Areas, the Neighbourhoods Place Type, Shopping Area Place Type and the Wonderland Road Community Enterprise Corridor policies.

D. THE AMENDMENT

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

1. 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:

   (__) 3392 Wonderland Road South

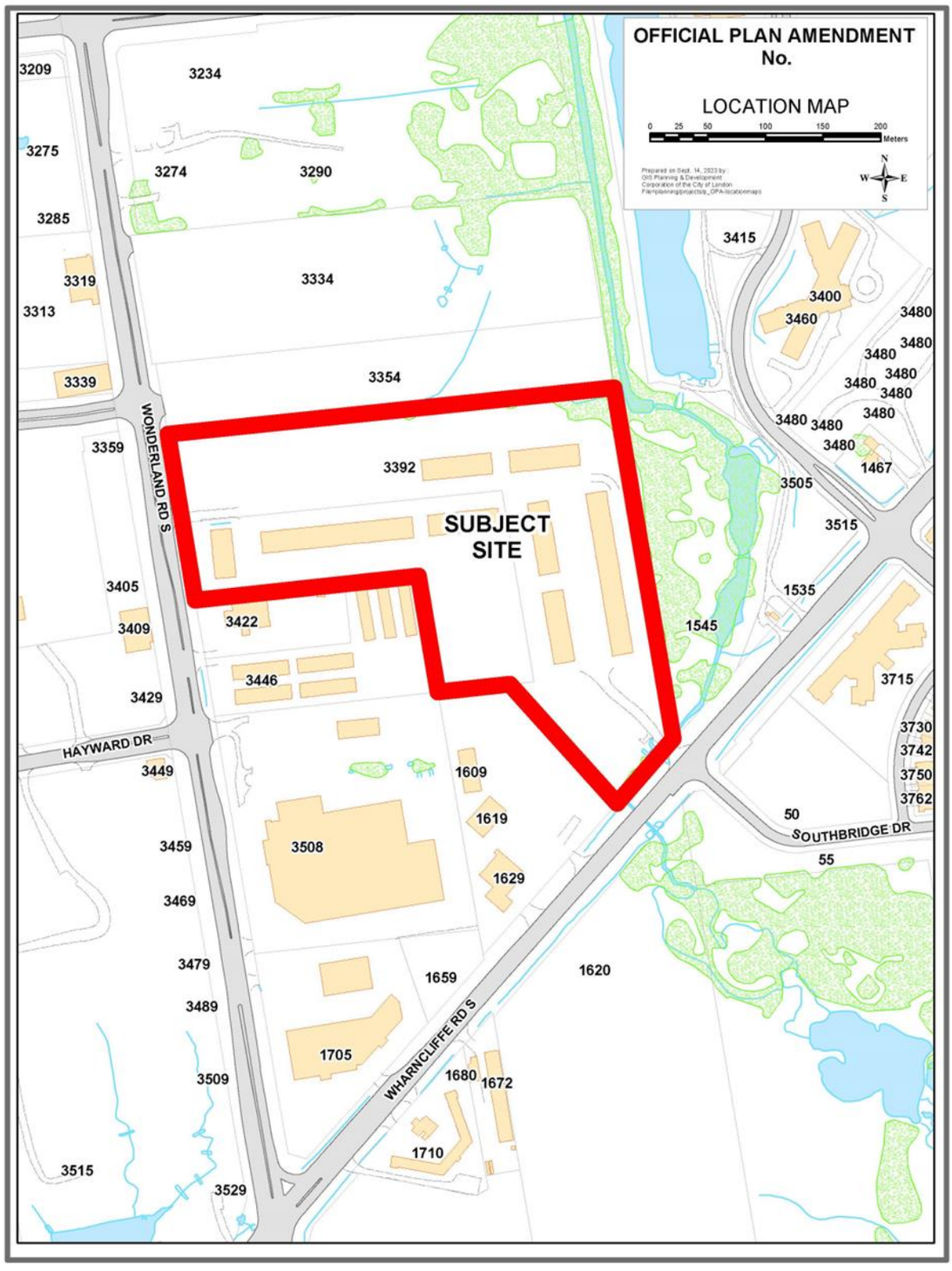
   For the lands in the *Neighbourhoods Place Type* located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

2. Specific Policies for the Shopping Area Place Type of the Official Plan, The London Plan, for the City of London is amended by adding the following:

   (___) 3392 Wonderland Road South

   For the lands in the *Shopping Area Place Type* located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

3. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 3392 Wonderland Road South in the City of London, as indicated on “Schedule 1” attached hereto.


OFFICIAL PLAN AMENDMENT
No.
LOCATION MAP
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Meters
N
W E
S
SUBJECT SITE
WONDERLAND RD S
HAYWARD DR
WHARNCLIFFE RD S
SOUTHBRIDGE DR
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3285
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3313
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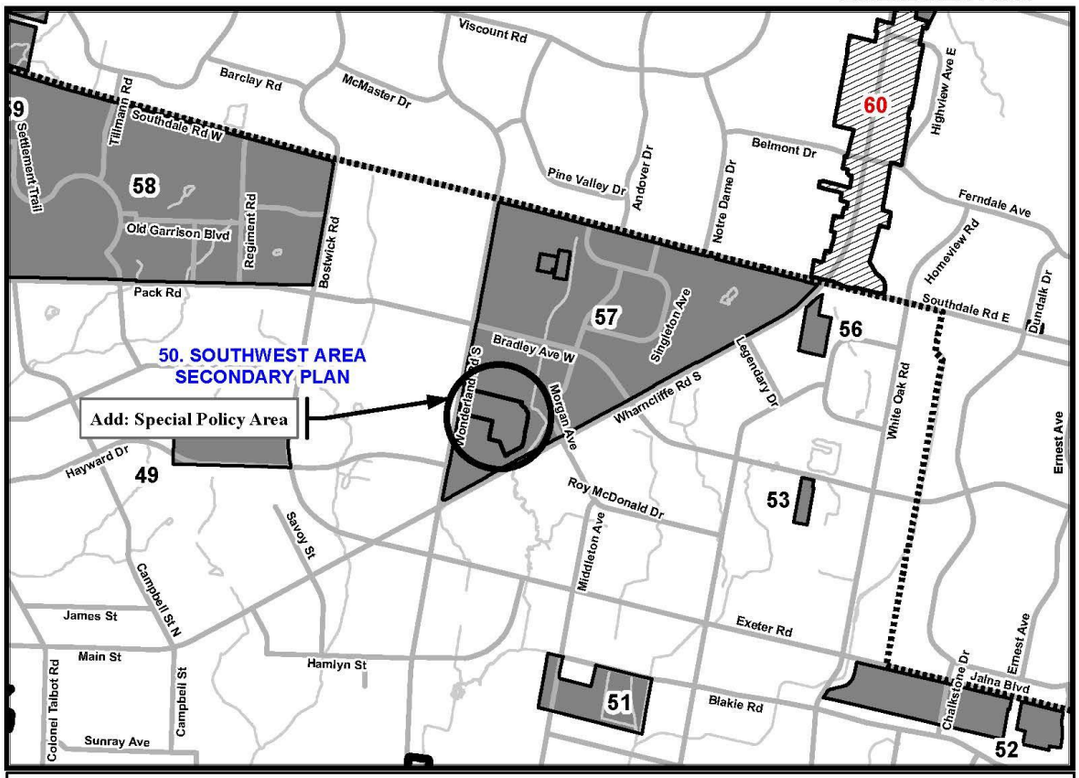
AMENDMENT NO:



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 # TO **OFFICIAL AMENDMENT NO. _____** PREPARED BY: Planning & Development	Scale 1:30,000 0 150 300 600 900 1,200 1,500 Meters	**FILE NUMBER:** OZ-9730 **PLANNER:** BH **TECHNICIAN:** JI **DATE:** 6/12/2024

Document Path: \\clfile1\giswork\Planning\Projects\p_officialplan\workconsol00\amendments_LondonPlan\OZ-9730\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 3392 Wonderland Road South

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 3392 Wonderland Road South **FROM** a Light Industrial (LI1/LI7) Zone, an Environmental Review (ER) Zone, and an Open Space (OS4) Zone **TO** a Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and an Open Space (OS4) Zone.

2. Section Number 40.4 of the Light Industrial (LI1/LI7) Zone is amended by adding the following Special Provisions:

   LI1(_) 3392 Wonderland Road South

   a. Permitted Uses

      1. All uses within the LI1 Zone variation, within existing buildings.

   b. Prohibited Uses

      1. Automobile body shops
      2. Truck sales and service establishments
      3. Tow Truck Business

   LI7(_) 3392 Wonderland Road South

   a. Permitted Uses

      1. All uses within the LI7 Zone variation, within existing buildings

   b. Prohibited Uses

      1. Automobile body shops
      2. Truck sales and service establishments
      3. Tow Truck Business

3. Section Number 28.4 of the Restrictive Service Commercial (RSC2/RSC3/RSC5) Zone is amended by adding the following Special Provisions:

   RSC2(_) 3392 Wonderland Road South

   a. Permitted Uses

      1. All uses within the RSC2 Zone Variation
      2. Retail Store
      3. Place of worship

   b. Prohibited Uses

1. Automobile sales and service establishments
2. Automotive uses, restricted
3. Impounding yard
4. Tow Truck Business

RSC3(_) 3392 Wonderland Road South

a. Permitted Uses

1. All uses within the RSC3 Zone Variation
2. Retail Store
3. Place of worship

b. Prohibited Uses

1. Automobile sales and service establishments
2. Automotive uses, restricted
3. Impounding yard
4. Tow Truck Business

RSC5(_) 3392 Wonderland Road South

a. Permitted Uses

1. All uses within the RSC5 Zone Variation
2. Retail Store
3. Place of worship

b. Prohibited Uses

1. Automobile sales and service establishments
2. Automotive uses, restricted
3. Impounding yard
4. Tow Truck Business

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.

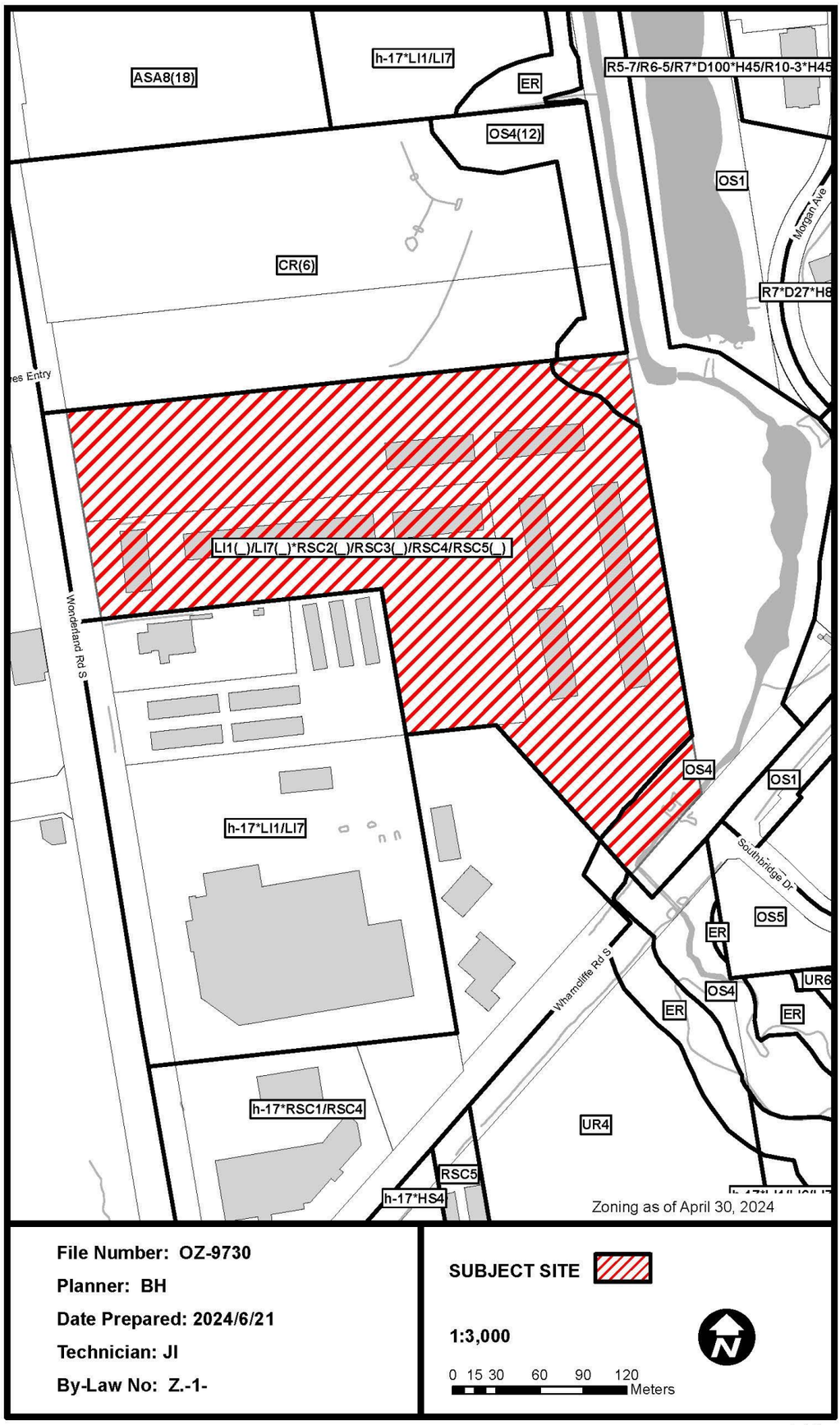
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Industrial/commercial uses
Frontage	145.5 metres (Wonderland Road South)
Depth	349 metres
Area	8.55 Hectares
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Vacant Industrial Lands
East	Pincome Drain/Morgan Park
South	Warehousing/Industrial
West	Large retail businesses (Lowe's)

Proximity to Nearest Amenities

Major Intersection	Wharncliffe Road South, Wonderland Road South (~465 metres)
Dedicated cycling infrastructure	Wonderland Road South (~465 metres)
London Transit stop	Wonderland Road at Bradley NS NB - #2752, 350 metres

B. Planning Information and Request

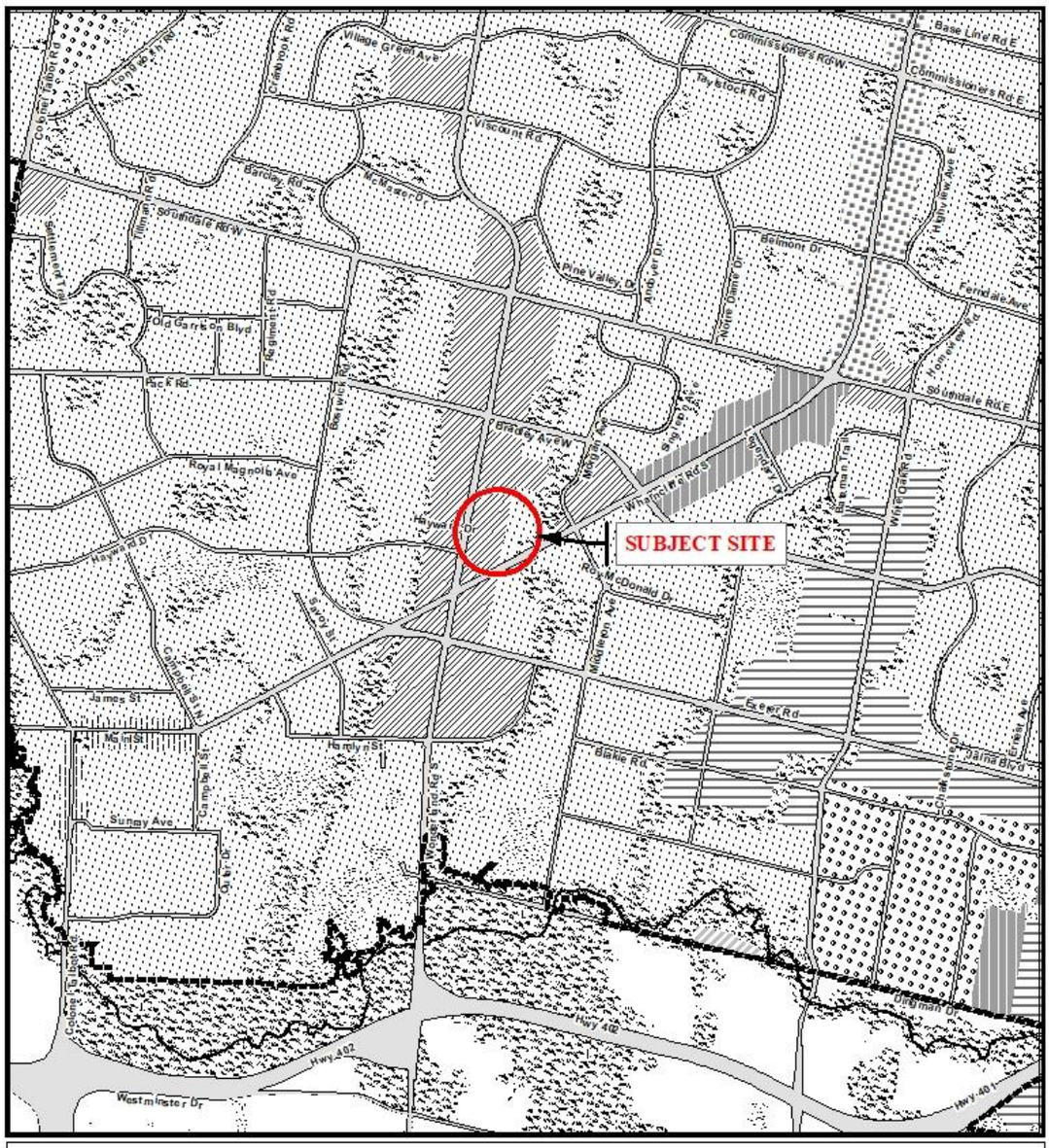
Current Planning Information

Current Place Type	Neighbourhoods Place Type and Shopping Area Place Type
Current Special Policies	Southwest Area Secondary Plan (SWAP)
Current Zoning	Light Industrial (LI1/LI7) Zone, Environmental Review (ER) Zone, and Open Space (OZ4) Zone

Requested Designation and Zone

Requested Place Type	No change requested
Requested Special Policies	Amendment to SWAP
Requested Zoning	Light Industrial Special Provision/Restrictive Service Commercial Special Provision (LI1(_)/LI7(_)/RSC2(_)/RSC3(_)/RSC4/RSC5(_)) Zone and Open Space (OS4) 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 -

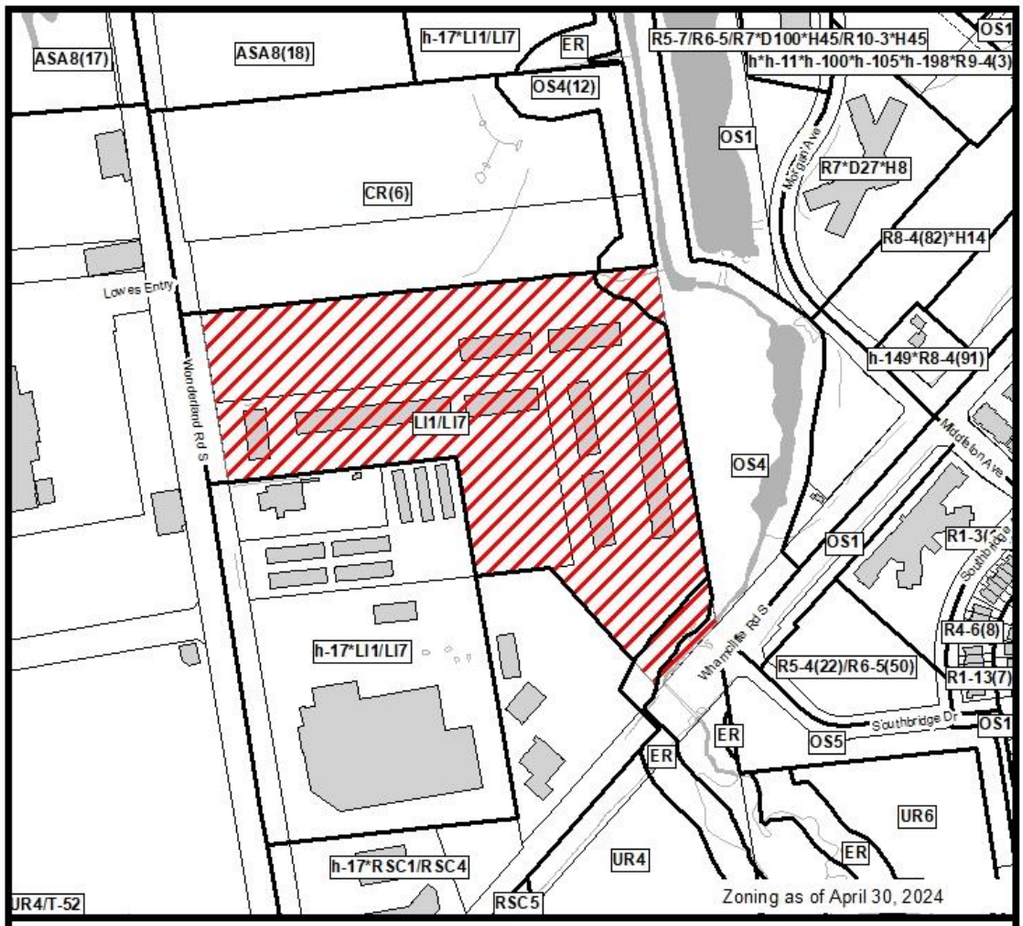
PREPARED BY: Planning & Development

Scale 1:30,000

Meters

File Number:	OZ-9730
Planner:	BH
Technician	JI
Date:	2024/6/12

Project Location: \\clfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9730-EXCERPT_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: LI1/LI7, ER

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO:
OZ-9730 BH

MAP PREPARED:
2024/6/12 JI

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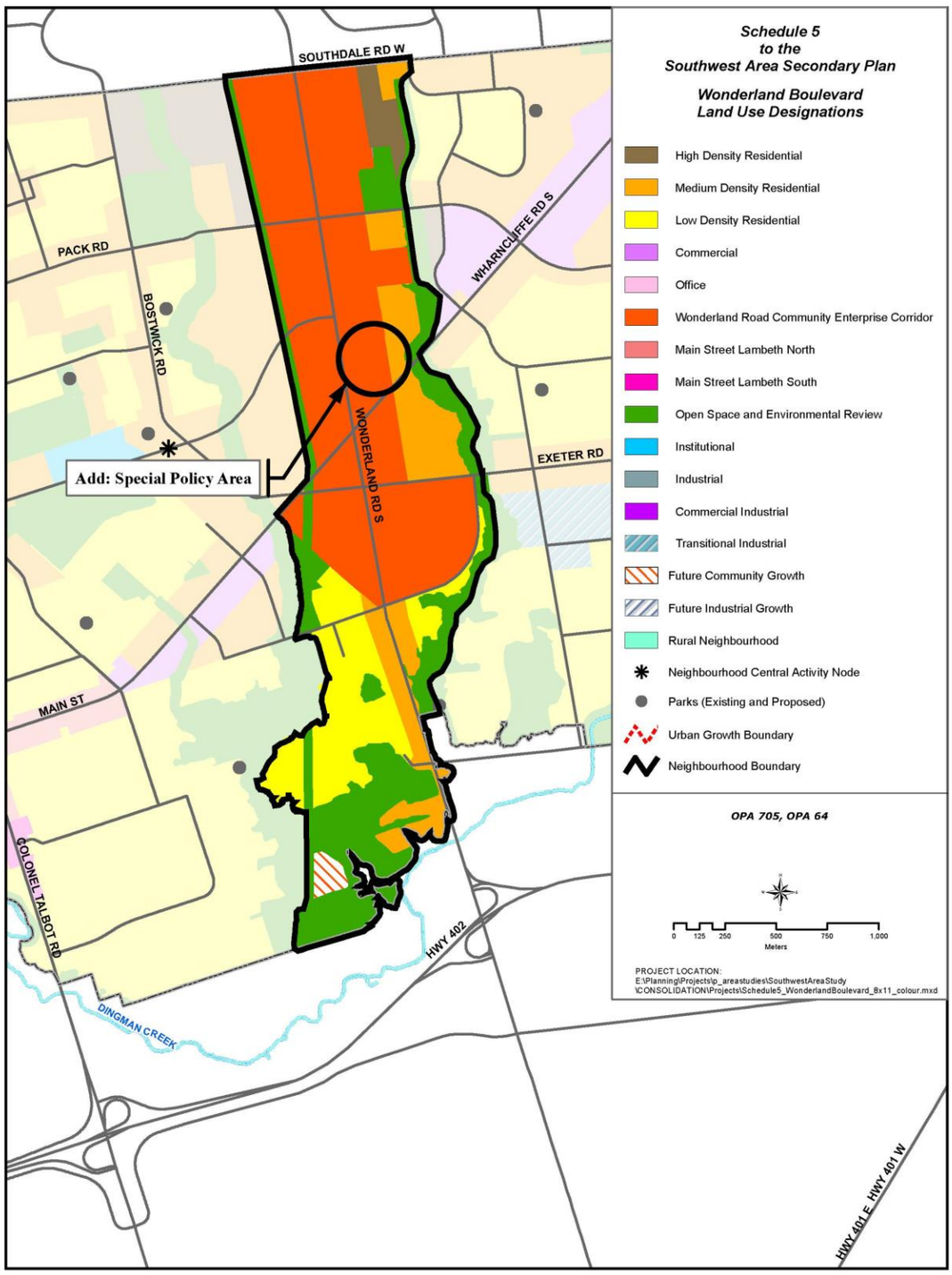
Meters


Schedule 5
to the
Southwest Area Secondary Plan
Wonderland Boulevard
Land Use Designations
High Density Residential
Medium Density Residential
Low Density Residential
Commercial
Office
Wonderland Road Community Enterprise Corridor
Main Street Lambeth North
Main Street Lambeth South
Open Space and Environmental Review
Institutional
Industrial
Commercial Industrial
Transitional Industrial
Future Community Growth
Future Industrial Growth
Rural Neighbourhood
Neighbourhood Central Activity Node
Parks (Existing and Proposed)
Urban Growth Boundary
Neighbourhood Boundary
OPA 705, OPA 64
0 125 250 500 750 1,000
Meters
PROJECT LOCATION:
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\CONSOLIDATION\Projects\Schedule5_WonderlandBoulevard_8x11_colour.mxd
SOUTHDALE RD W
PACK RD
BOSTWICK RD
WHARNCLIFFE RD S
WONDERLAND RD S
EXETER RD
Add: Special Policy Area
MAIN ST
COLONEL TALBOT RD
HWY 402
DINGMAN CREEK
HWY 401 E
HWY 401 W

Appendix D – Internal and Agency Comments

Heritage – Received May 14, 2024

- There are no cultural heritage or archaeological concerns with this application.

Ecology – Received May 14, 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 June 5, 2024

- The proposed rezoning does not indicate any new construction. All servicing concerns have been previously addressed through SPA21-021 - Engineering has no further comment.

UTRCA – Received May 21, 2024

- As indicated, the subject lands ***are*** regulated by the UTRCA due to the presence of a riverine flooding and erosion hazard. We have been involved in numerous discussions with the applicant related to the development of these lands. The UTRCA has ***no objections*** to the proposed Zoning By-law Amendment. 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 proceeds in a safe manner.

- The UTRCA reminds the applicant that a Section 28 permit application is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Urban Design – Received May 10, 2024

- Urban Design has no comments regarding the above-noted Official Plan and Zoning By-law Amendment as there are no significant changes proposed to the building design or site layout.

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 – Received June 6, 2024

- No Comments.

Site Plan – Received May 30, 2024

1. **Major Issues**
   - None at this time.

2. **Matters for OPA/ZBA**
   - None at this time.

3. **Matters for Site Plan**
   - As no site alteration is proposed by way of this Zoning By-law Amendment, Site Plan staff have no further comments at this time.

4. **Complete Application Requirements**
   - None at this time.

London Hydro – Received May 9, 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.

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 3392 Wonderland Road South

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.

2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

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

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – July 23, 2024
Second Reading – July 23, 2024
Third Reading – July 23, 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 Shopping Area Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit a range of additional uses.

2. To add a policy to the Wonderland Road Community Enterprise Corridor designation and the Medium Density Residential designation of the Southwest Area Secondary Plan (SWAP) to permit a range of additional uses.

LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3392 Wonderland Road South 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, which do not adversely impact existing light industrial uses and provide transition to future residential uses. The recommended amendment is consistent with the PPS 2020, which promotes 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. The recommended amendment conforms to The London Plan, including, but not limited to the evaluation criteria for Specific Policy Areas, the Neighbourhoods Place Type, Shopping Area Place Type and the Wonderland Road Community Enterprise Corridor policies.

C. 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:

(__) 3392 Wonderland Road South

For the lands in the Neighbourhoods Place Type located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods

Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

2. Specific Policies for the Shopping Area Place Type of Official Plan, The London Plan, of the City of London is amended by adding the following:

   (__) 3392 Wonderland Road South

   For the lands in the Shopping Area Place Type located at 3392 Wonderland Road South, those "light industrial/employment" uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

3. 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 3392 Wonderland Road South in the City of London, as indicated on "Schedule 1" attached hereto.

4. Specific policies to the Medium Density Residential designation within the Wonderland Boulevard Neighbourhood of the Southwest Area Secondary Plan (SWAP), of the City of London is Amended by adding the following:

   (__) 3392 Wonderland Road South

   For the lands in the Medium Density Residential Designation located at 3392 Wonderland Road South, those "light industrial/employment" uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

5. Specific policies to the Wonderland Road Community Enterprise Corridor designation within the Wonderland Boulevard Neighbourhood of the Southwest Area Secondary Plan (SWAP), of the City of London is Amended by adding the following:

(__) 3392 Wonderland Road South

For the lands in the Wonderland Road Community Enterprise Corridor Designation located at 3392 Wonderland Road South, those “light industrial/employment” uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor.

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: **OMNI Developments Inc. (c/o Zelinka Priamo Ltd.)**
1458 Huron Street & 39 Redwood Lane
File Number: Z-9743, Ward 03
Public Participation Meeting
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of OMNI Developments Inc. (c/o Zelinka Priamo Ltd.) relating to the property located at 1458 Huron Street & 39 Redwood Lane:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-4) Zone, **TO** a Residential R5 Special Provision (R5-7(_)) Zone;

(b) Notice **BE GIVEN** under the provisions of Section 29(3) of the Ontario Heritage Act, R.S.O 1990, c. O. 18, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix G of this report;

(c) Should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 1458 Huron Street to be of cultural heritage value or interest for the reasons outlined in Appendix G of this report **BE INTRODUCED** at a future meeting of Municipal Council within 90 days of the end of the objection period.

(d) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) Orient front doors of units towards Huron Street, limit fencing and provide access to the public sidewalk;
- ii) Provide privacy fencing along shared property lines with low-rise residential uses;
- iii) Provide short-term and long-term bicycle parking;

(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, including the driveway access at 39 Redwood Lane.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:
- i) The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas, conservation of cultural heritage, and land use patterns that provide for a range of uses and opportunities for intensification and redevelopment;
- ii) The recommended zoning conforms to the policies of The London Plan, including, but not limited to, the Neighbourhoods Place Type, City Building Policies, Cultural Heritage policies and Our Tools;

iii) The recommended amendment would permit a 22-unit townhouse development at an intensity that is appropriate for the site and the surrounding neighbourhood.
iv) The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

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

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

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval with special provisions that will facilitate the development of 20 townhouse units while retaining the existing heritage building on the subject lands.

Staff are recommending approval with the h-18 holding provision that will ensure the development will not occur until such time as an Archaeological Assessment has been completed and approved by the Ministry of Citizenship and Multiculturalism.

Staff are also recommending the designation of the property under Part IV of the Ontario Heritage Act.

Purpose and the Effect of Recommended Action
The recommended action will permit the development of 20 townhouse units on the subject lands, while retaining the existing single-detached heritage dwelling, that will be converted into a duplex for a total of **21 new units**.

Linkage to the Corporate Strategic Plan

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

- **Housing and Homelessness,** by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety,** by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities; and, by creating cultural opportunities that reflect the arts, heritage, and diversity of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Report to Community Advisory Committee on Planning, Heritage Designation of the Property at 1458 Huron Street, Ward 3, Wednesday July 10, 2024

1.2 Planning History

None

1.3 Property Description and Location

The subject site is located on the north side of Huron Street, in the Huron Heights

Planning District. The site is 0.35 hectares in size with a lot frontage of 58.2 metres along Huron Street, and access to the site through 39 Redwood Lane with a lot frontage of 10.0 metres. The site currently contains an existing Georgian Style Farmhouse, known as the “Flower House” that was built in 1853. The lands are listed on the City’s Register of Cultural Heritage Resources.

Site Statistics:

- Current Land Use: Single-detached dwelling
- Frontage: 58.2 Metres (Huron Street) & 10.0 metres (Redwood Lane)
- Depth: 62.3 Metres (204.39ft)
- Area:0.35 hectares (86.48 Acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Single-detached dwellings
- East: Single-detached dwellings
- South: Apartment buildings & townhouses
- West: Single-detached dwellings

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type with frontage along a Civic Boulevard (Huron Street)
- Existing Zoning: Residential R1 (R1-4)

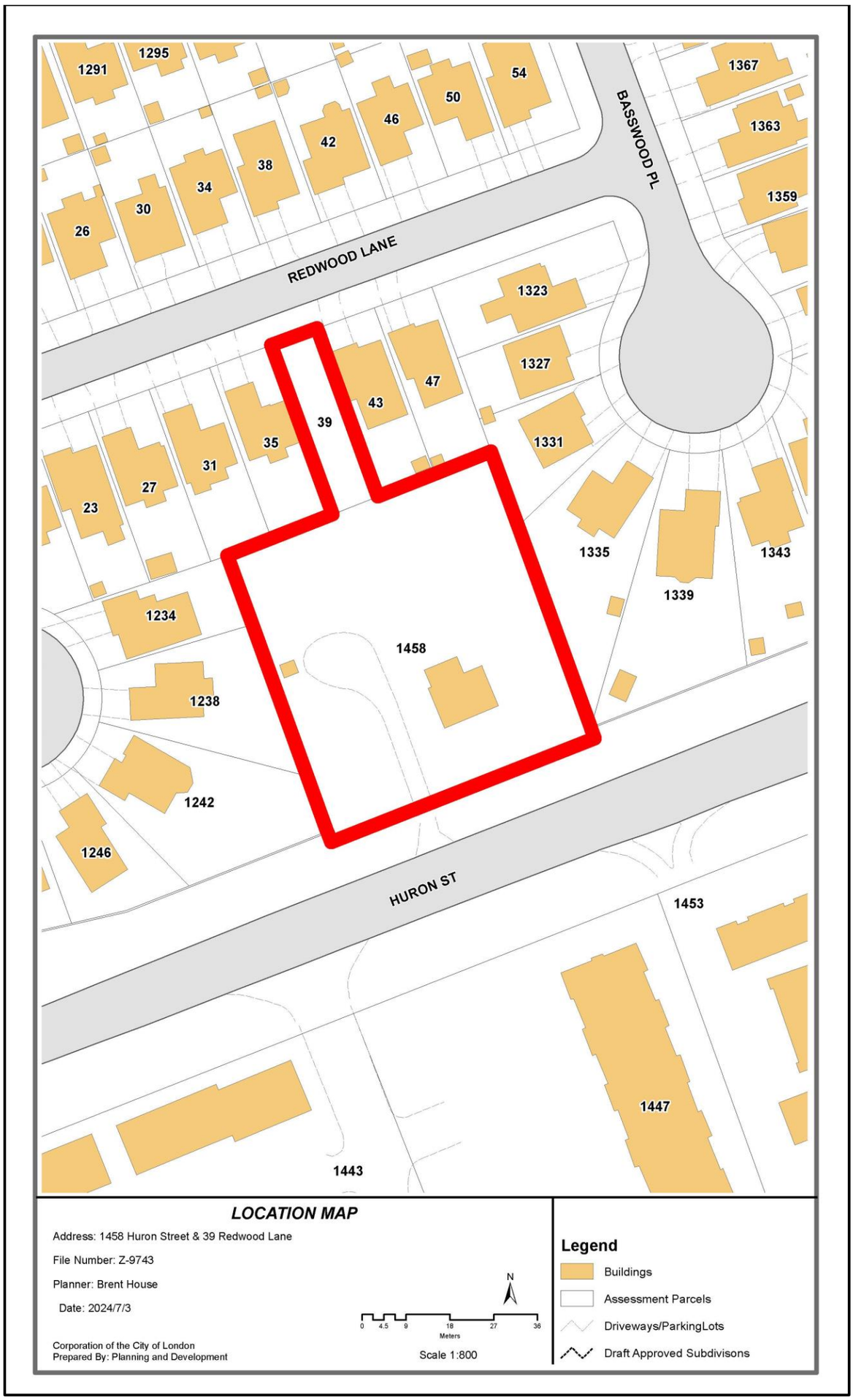


Figure 1- Aerial Photo of 1458 Huron Street and surrounding land.

Figure 2 - Streetview of 1458 Huron Street (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development seeks to intensify the subject lands with two, 2-storey townhouse buildings that would contain 4 units in each building; an eight unit, 2-storey back-to-back townhouse building; a four unit, 2-storey back-to-back townhouse building; and the conversion of the existing 2-storey heritage building to a two-unit dwelling.

Altogether, the development will yield a total of 22 residential units on the subject lands. The back-to-back townhouse buildings are proposed to be located along the Huron Street frontage, on either side of the existing 2-storey dwelling. Conventional townhouse buildings are to be located at the north end of the property. Each townhouse unit will have dimensions of 8.0m (26ft) x 5.0m (16ft) for a total ground floor area of 40.0m² (430.5ft²).

This proposal also seeks to renovate the existing building for the purposes of converting the building into a two-unit dwelling. There are no changes proposed for the exterior of the existing building. Vehicular access to the site is proposed from Redwood Lane.

The proposed development includes the following features:

- Land use: Residential
- Form: Conventional and back-to-back townhouses & a 2-unit Converted Dwelling
- Height: 2 storeys
- Residential units: 22 units
- Density: 63 Units Per Hectare
- Building coverage: 25%
- Parking spaces: 23 above ground spaces
- Landscape open space: 31%

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

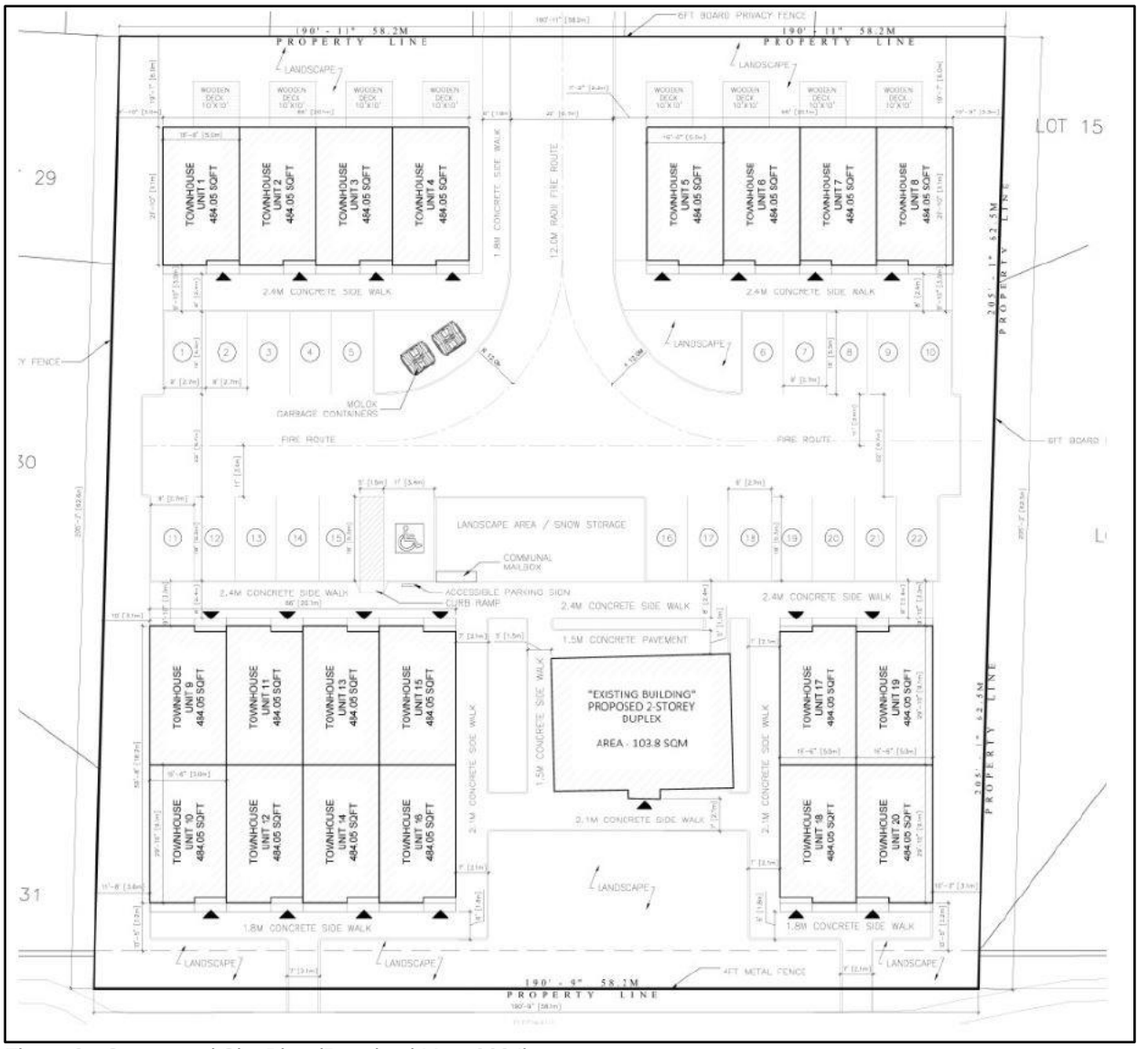


Figure 3 - Conceptual Site Plan (Received May, 2024)

Figure 4 – Aerial view of proposed development looking north along Huron Street

Figure 5 – Front Façade of Proposed Townhouse Buildings (looking northeast from parking area)

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

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval with special provisions that will facilitate the development of 20 townhouse units while retaining the existing heritage building on the subject lands.

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

Regulation (R5-7)	**Required**	**Proposed**
Front Yard Setback (Min)	Arterial Road (Huron Street) 8.0m	3.2m (Huron Street, after road widening dedication)
Interior Side Yard Depth (Min)	6.0m where there are windows to habitable rooms	3.0m where there are windows to habitable rooms
Density (UPH)	60 UPH	63 UPH
Permitted Uses		Converted Dwelling
For the purpose of Zoning, the front lot line is deemed to be Huron Street		

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Designation of the property for cultural heritage value or interest

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

2.4 Public Engagement

On May 28, 2024, Notice of Application was sent to 192 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 6, 2024. A “Planning Application” sign was also placed on the site.

There were 4 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.

Comments provided by the public relate to:

- General support for the development
- Concerns about student housing
- Concerns about traffic

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

Near-Campus Neighbourhoods are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (963_ and 964_). The policies of The London Plan establish several planning goals in an effort to support this vision for these neighbourhoods (965_).

In Near-Campus Neighbourhoods, residential intensification or an increase in residential intensity may be permitted in the Neighbourhoods Place Type where the following criteria is met (968_):

- The proposed development is consistent with Tables 10 to 12 in the Neighbourhoods Place Type;
- The development provides for adequate amenity area;

- Mitigation measures are incorporated which ensure surrounding residential land uses are not negatively impacted;
- The proposal does not represent a site-specific amendment for a lot that is not unique within its context and does not have any special attributes;
- The proposal is appropriate in size and scale and does not represent over-intensification of the site; and
- The proposal establishes a positive and appropriate example for similar locations in the Near-Campus Neighbourhoods areas.

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

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

Staff have reviewed the development in the context of the Near Campus Neighbourhood policies and are satisfied that the recommended zoning regulation and direction to site plan are sufficient to meet the intent of the policies.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

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

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

The proposed townhouse development will contribute to the existing range and mix of housing types in the area, which primarily consists of one and two storey single detached dwellings. Existing higher intensity semi-detached and townhouse developments are located along Huron Street to the south of the subject lands. The proposed development will provide choice and diversity in housing options for both current and future residents and provide additional opportunities for residents to remain in their neighbourhood as they age. Further, the townhouse development on the subject site is a permitted use and in conformity of The London Plan policies within the Neighbourhoods Place Type for this area. Within this context, 2-storey townhouse buildings along a Civic Boulevard in this neighbourhood would not be out of place.

The proposal to convert the existing single detached dwelling on site to allow for two units is in line with the intensity and form of other uses (e.g. duplex, semi-detached, triplex) that are permitted in the proposed zone, and the gentle intensification of the existing heritage building is appropriate. Adding ‘converted dwelling’ as a permitted use provides for clarity when interpreting the zoning.

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

4.2 Intensity

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

The subject site has frontage on a Civic Boulevard (Huron Street), which is a higher-order street to which higher-intensity uses are directed. The townhouse buildings are proposed to be 2-storeys in height, which is in keeping with the minimum height requirement of The London Plan. Further, the site is located within walking distance to a broad range of commercial uses at the intersection of Huron Street and Highbury Avenue North, as well as Northland Mall which contains a mix of commercial services. Several bus routes are located within a 400-metre walking distance of the site, allowing residents convenient access to surrounding commercial uses, recreational facilities and services on Huron Street, as well as Highbury Avenue. As the site is currently developed with one single detached dwelling, the proposed development represents an appropriate form of intensification through infill redevelopment. The subject site is located in an area where The London Plan directs and supports intensification and redevelopment. As such, staff are satisfied the proposed intensity and scale of development is in conformity of The London Plan.

4.3 Form

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

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

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

the site.

The massing of the new buildings will be sensitive to neighbouring lower-scale uses, which is primarily 1 to 2-storey single-detached dwellings to the north, east and west. The townhouse buildings and the existing dwelling have been oriented so that the primary building frontages face towards Huron Street. This will animate the civic boulevard providing for an interactive, safe and inviting realm along Huron Street.

Adequate parking is provided for the proposed development as required by the Zoning By-law at 0.5 parking spaces per unit. The applicant has provided 23 spaces for parking, which equates to 1.04 spaces per unit. All parking is located internal to the site to help screen the parking from the street while providing sufficient space to include trees and fencing to provide additional privacy from the neighbouring properties. Staff have recommended to the Site Plan Approval Authority the inclusion of short-term and long-term bicycle parking to encourage active transportation with the development of the townhouses.

An important feature of this development is the retention of the existing 1870 Georgian Style Heritage dwelling. The concept plan seeks to retain the front portion of the original building and ensure that the proposed new built form does not alter or overwhelm the heritage attributes of the existing structure from the street. Heritage conservation and designation is discussed further in Section 4.5.

4.4 Near Campus Neighbourhoods

The proposed development has been reviewed under the evaluative framework for planning applications in the Near-Campus Neighbourhoods. The recommended site-specific regulations would ensure the use, intensity, and form are appropriate for the context of the neighbourhood. The site is of a suitable size to accommodate the proposed townhouses, as well as an adequate supply of parking and outdoor amenity space (provided in a combination of at-grade amenity and rooftop amenity), and the proposal is appropriate in size, scale, and does not represent over-intensification. As such, staff is satisfied the proposed development is in conformity with the Near-Campus Neighbourhoods policies.

4.5 Heritage

The property at 1458 Huron Street is listed on the City's Register of Cultural Heritage Resources. The development application seeks to retain the existing cultural heritage resource in situ and construct a two-storey cluster townhouse development on the property.

On May 28, 2024, the City issued a Notice of Application for the Zoning By-Law Amendment (Z-9743) for the property at 1458 Huron Street. As a Notice of Application for a heritage listed property, the application constitutes a "Prescribed Event" as defined under the Ontario Heritage. Municipal Council has 90 days from the Notice of Application to designate a property under the Ontario Heritage Act during a "Prescribed Event."

The 90-day period for this "Prescribed Event" expires on August 26, 2024.

Staff have undertaken historical research and completion of an evaluation of the property using the criteria of Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest.

The property has met three of the criteria for designation, exceeding the minimum criteria for designation under the Ontario Heritage Act. The criteria that the property at 1458 Huron Street has met are:

Criteria 1: The building on the property at 1458 Huron Street is a representative example of a buff brick Georgian farmhouse.

Criteria 4: The property at 1458 Huron Street has historical value or associative value because it is historically associated with the Flower family. The Flower family settled on this property in the former London Township in 1848, with the construction of the building in about 1852. The property remained in the ownership of direct descendants of John Flower (1813-1854) and Elizabeth Flower (1815-1891) until 2010. The long

tenure of ownership of the property demonstrates the strong and direct links of this settler family with the property at 1458 Huron Street.

Criteria 8: The property at 1458 Huron Street has contextual value because it is functionally linked to its surroundings as a historic farmhouse. While residential development has altered the setting of the farmhouse, the building remains historically linked to its surroundings as a physical reminder of The Grove.

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

The Community Advisory Committee on Planning (CACP), the City's municipal heritage committee, was consulted on the designation of the property at 1458 Huron Street at their meeting held on July 10, 2024.

4.6 Zoning

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

- *A minimum front yard depth of 3.2 metres* - The reduced front yard depth reflects current urban design standards in The London Plan, which encourages buildings to be positioned with minimal setbacks to public rights-of way to create a street wall/edge that provides a sense of enclosure within the public realm (259_). The reduction in the front yard setback is a result of the road widening requirements for Huron Street, which require a 1.846 metre widening to achieve the required 18.0 metres from centreline along Huron Street. The reduced front yard setback is appropriate for the site as it helps to activate the streetscape while still avoiding any encroachment of stairs, footings or other building elements into the right-of-way. The 3.2 metre setback will not detract from the contextual relevance of the heritage dwelling along the streetscape. Staff have no concerns with this proposed setback.

- *A reduced minimum interior yard depth of 3.0 metres when the end wall of a unit contains windows to habitable rooms* - The intent of interior side yard setback regulations is to locate dwellings and structures at an appropriate distance from one another to ensure there are no adverse impacts on adjacent properties. The minimum setback also ensures that there are no structural encroachments or overhangs into adjacent properties and ensuring space between the property line and the building or structure for permitting access around the dwelling for maintenance and repairs. The proposed interior side yard setback of 3.0 metres when the building wall contains windows to habitable rooms will provide space for tree planting and privacy screening to the neighbouring properties. The proposed orientation of the buildings is to the north and south and therefore it would be primarily secondary windows facing the side yards. Staff are recommending that a 1.8-metre-tall privacy fence be installed at the site plan application stage. Staff have no concerns with the reduced setback when the end wall of a unit contains windows to habitable rooms.

- *An increased density of 63 Units Per Hectare, whereas 60 Units Per Hectare is the maximum permitted* - Intensification proposals are evaluated in part on the site's ability to accommodate greater intensity. Density in units per hectare is one planning measure used to evaluate the intensity of development and are inseparably linked with other measures of intensity and form (The London Plan, 937 and 753). The site can reasonably accommodate all expected site functions such as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas (The London Plan, 953_3.). Increasing the density from 60 UPH to 63 UPH is a relatively minor increase to the current allocated density, and the proposed site layout has identified that the property can accommodate the additional intensity appropriately.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit the development of 20 townhouse units on the subject lands, while retaining the existing single-detached heritage dwelling, that will be converted into a duplex for a total of 22 units.

Prepared by:	**Brent House, Planner**
Prepared by:	**Michael Greguol, CAHP** **Heritage Planner**
Reviewed by:	**Britt O'Hagan, MCIP, RPP** **Manager, Current Development**
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:
Catherine Maton, Manager, Planning Implementation
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering
Kyle Gonyou, Manager, Urban Design and Heritage

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1458 Huron Street & 39 Redwood Lane

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 1458 Huron Street & 39 Redwood Lane, as shown on the attached map **FROM** a Residential R1 (R1-4) Zone **TO** a Residential R5 (R5-7(_)) Special Provision Zone.

2. Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provisions:

   R5-7(_) 1458 Huron Street & 39 Redwood Lane

   a. Additional Permitted Uses:

      1. Converted Dwellings

   b. Regulations

      1. Front yard setback (minimum) – 3.2 metres
      2. Density (maximum) – 63 Units Per Hectare
      3. Interior side yard setback (minimum) - 3.0 metres
      4. For the purpose of Zoning, the front lot line is deemed to be Huron Street

5. 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.

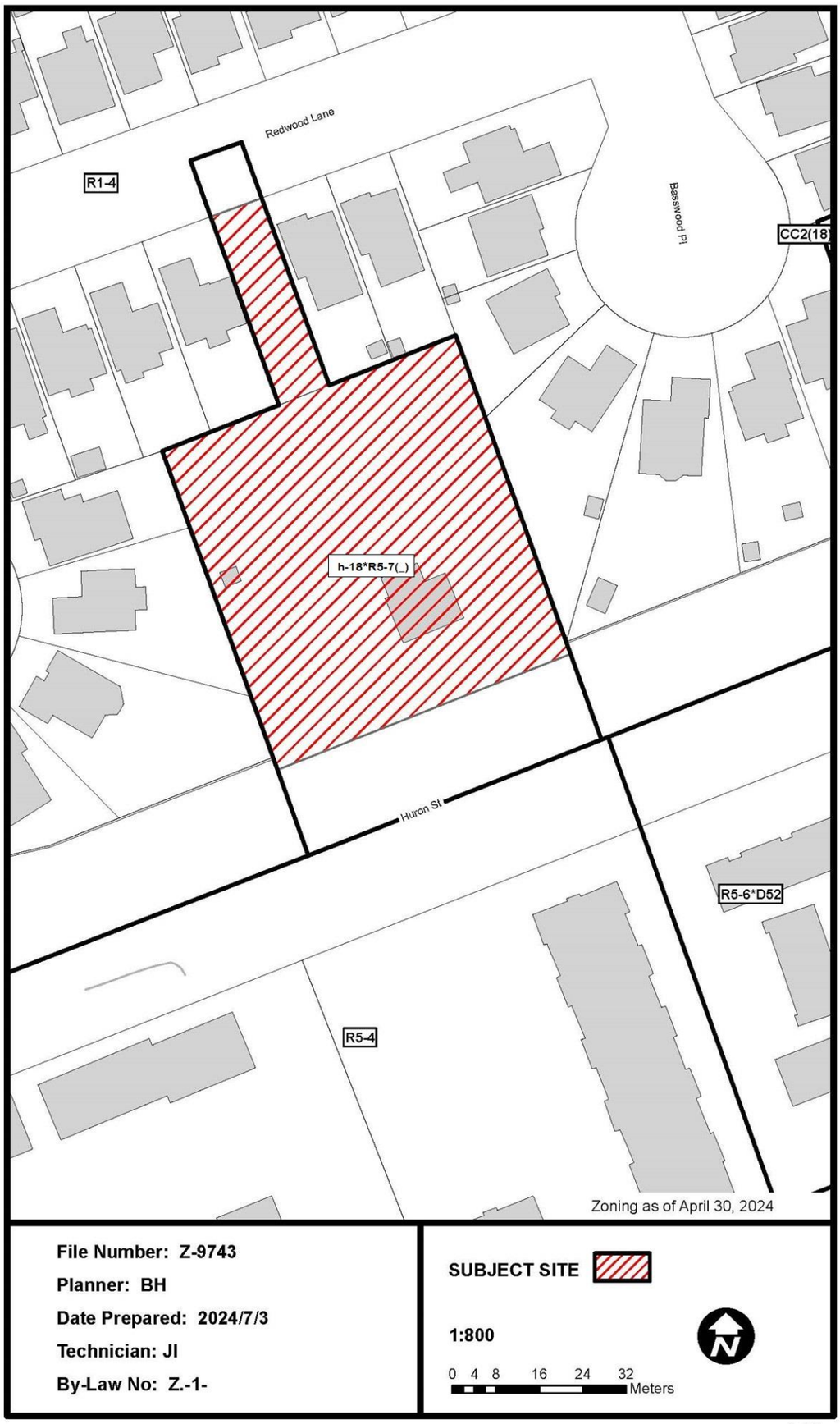
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Single-detached dwelling
Frontage	58.2 Metres (Huron Street) & 10.0 metres (Redwood Lane)
Depth	62.3 Metres
Area	0.35 Hectares
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Single-detached dwelling
East	Single-detached dwelling
South	Townhouses
West	Single-detached dwelling

Proximity to Nearest Amenities

Major Intersection	Huron Street, Highbury Avenue North, ~750 metres
Dedicated cycling infrastructure	Sanford Street, 125.9 metres
London Transit stop	Huron at Sandford WB - #1016, 10 metres
Public open space	Stronach Park, ~175.9 metres
Commercial area/use	Huron Heights Plaza, 622.0 metres
Food store	No Frills, 988.0 metres
Community/recreation amenity	Stronach Arena, ~175.9 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type with frontage on a Civic Boulevard (Huron Street)
Current Special Policies	Near Campus Neighbourhood
Current Zoning	Residential R1 (R1-4)

Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type with frontage on a Civic Boulevard (Huron Street)
Requested Special Policies	Near Campus Neighbourhood
Requested Zoning	Residential R5 Special Provision (R5-7(_)

Requested Special Provisions

Regulation (R5-7)	Required	Proposed
Front Yard Setback (Min)	Arterial Road (Huron Street) 8.0m	3.2m (Huron Street, after road widening dedication)
Interior Side Yard Depth (Min)	6.0m where there are windows to habitable rooms	3.0m
Density (UPH)	60 UPH	63 UPH

Regulation (R5-7)	Required	Proposed
Permitted Uses		Converted Dwelling
For the purpose of Zoning, the front lot line is deemed to be Huron Street		

C. Development Proposal Summary

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-4) Zone to a Residential R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval with special provisions that will facilitate the development of 20 townhouse units while retaining the existing heritage building on the subject lands.

Development Overview

The proposed development seeks to intensify the subject lands with two, 2-storey townhouse buildings that would contain 4 units in each building; an eight unit, 2-storey back-to-back townhouse building; a four unit, 2-storey back-to-back townhouse building; and the conversion of the existing 2-storey heritage building to a two-unit dwelling.

Altogether, the development will yield a total of 22 residential units on the subject lands. The back-to-back townhouse buildings are proposed to be located along the Huron Street frontage, on either side of the existing 2-storey dwelling. Conventional townhouse buildings are to be located at the north end of the property, one in the northeast corner and one in the northwest corner of the site.

Proposal Statistics

Land use	Residential
Form	Townhouses and a converted dwelling
Height	2 Storeys (6 metres)
Residential units	22 units
Density	63 UPH
Gross floor area	N/A
Building coverage	25%
Landscape open space	31%
New use being added to the local community	Yes

Mobility

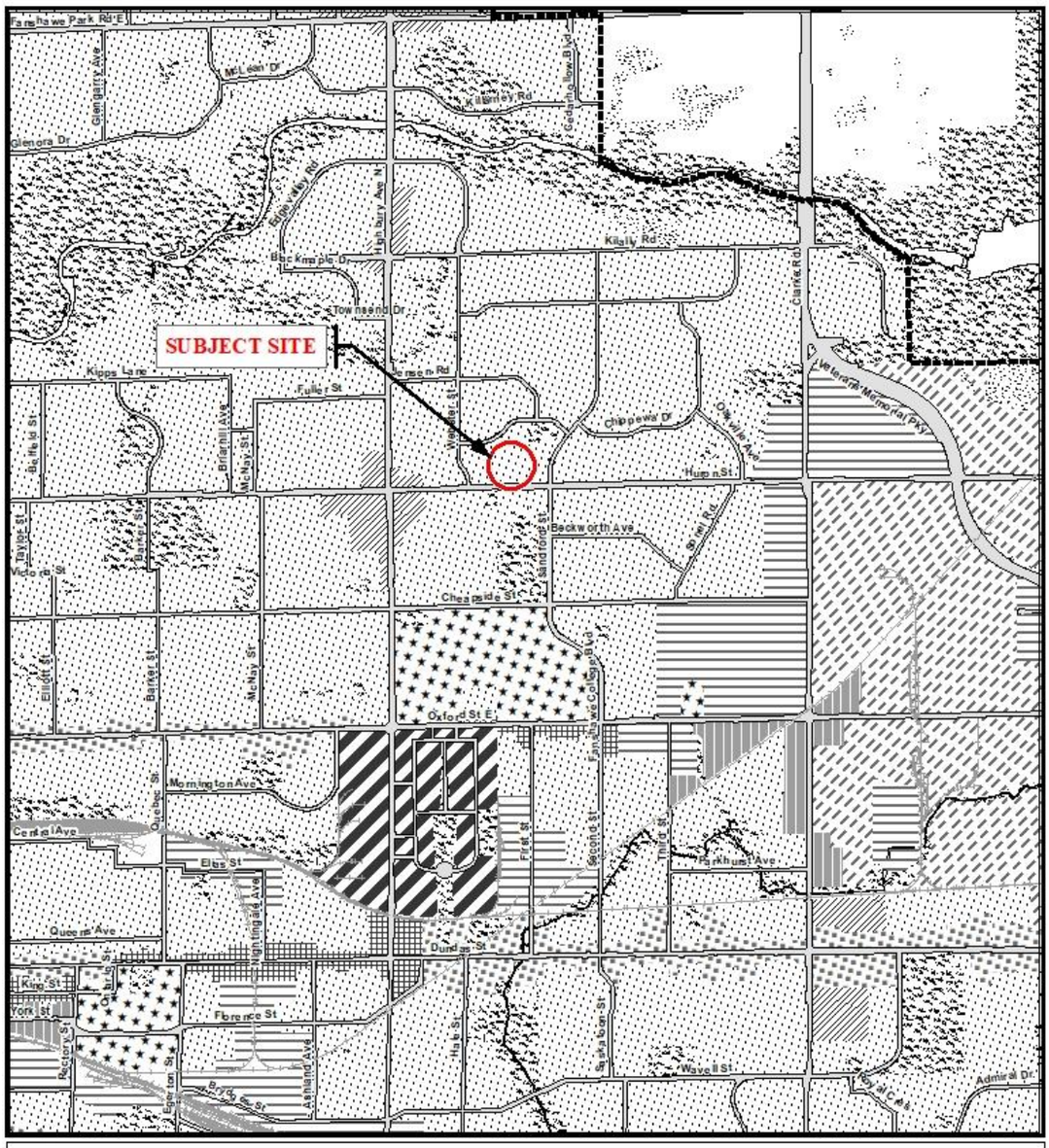
Parking spaces	23 surface spaces
Vehicle parking ratio	1.04 Spaces per unit
New electric vehicles charging stations	Not included
Secured bike parking spaces	Not included
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree removals	27 Trees
Tree plantings	11 Trees

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

Appendix C – Additional Plans and Drawings



Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

Scale 1:30,000

Meters

File Number:	Z-9743
Planner:	BH
Technician	JI
Date:	2024/7/3

Project Location: \\clfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9743-PlaceTypes.mxd

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-4

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO:
Z-9743 BH

MAP PREPARED:
2024/7/3 JI

1:1,000
0 5 10 20 30 40
Meters

Appendix D – Internal and Agency Comments

Urban Design Comments

The following site layout and design features are acknowledged and should be carried forward through site plan:

- Restricting vehicular access to the site from Huron Street and creating a pedestrian-oriented street front with shared walkways to the public sidewalk and providing a large landscaped open space along the Civic Boulevard that creates a foreground for the existing heritage building.
- Providing a sidewalk connection from the proposed development to Redwood Lane
- Relocating garbage pick-up area away and enhancing the view terminus into the site from Redwood Lane by providing a landscaped area

Matters for Zoning

1. **Provide a minimum front yard setback of 3.2m** from the ultimate Right-Of-Way of Huron Street to encourage street-orientation while avoiding encroachment of footings and canopies. Refer to The London Plan (TLP) 259, 286, 288. TLP 259
2. **Provide a minimum interior side yard setback of 3.0m where unit windows face the interior side yard** to allow for a landscape buffer to mitigate potential privacy issues. TLP 253
3. **Provide a minimum interior side yard setback of 2.0m where no unit windows face the interior side yard** to accommodate access and maintenance in the side yard.
4. **Provide a minimum rear yard setback of 3.5m** to allow for adequate private amenity spaces and buffer from the existing residential uses. TLP 253, 295

Matters for Site Plan

1. If windows to habitable rooms are provided facing the interior side yards, provide a dense all-season landscape buffer along the side yards to mitigate potential negative impacts on the adjacent low-rise residential uses. TLP 253
2. Reconfigure the proposed pedestrian circulation adjacent to the existing heritage building to avoid potential privacy issues. TLP 235

    - Provide adequate space between the heritage building and the proposed 2.1m sidewalk to the south and the concrete area to the north to allow for a low-height landscape buffer
    - Remove the 1.5m concrete sidewalk to the west of the heritage building and extend the landscape island eastward to abut the heritage building

3. Consider providing an alternative hard surface material (e.g., concrete) or painted strips where pedestrians cross vehicular circulation route to create a continuous and safe pedestrian connection from the public sidewalk along Huron Street to the rear townhouses to the north. TLP 268
4. 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

Site Plan Comments:

Zoning Comments:

- Provide a special provision identifying Huron Street as the front-yard and Redwood Lane as the rear-yard.

Comments for Site Plan Stage:

- Provide short-term bicycle parking in accordance with the Zoning By-Law 4.19 housekeeping updates.

- A 1.2m (4ft) metal fence is proposed along the Huron Street frontage. Considered reducing the height of the metal fence to 0.9m (3ft) and incorporating low-level landscaping to promote visibility and sightlines between the residential units located at 1458 Huron Street and the existing transit stop on Huron Street.
- Provide a full set of dimensioned elevations in metric of the proposed residential development.
- Clarify if municipal or private collection garbage, recycling, green bin services will be utilized. Site Plan Control By-Law, Section 10).
    - The City of London can provide deep waste collection for Earth bins and Earth Worx bins. Private collection will be required for any in-ground recycling.

Parks Comments:

1. Major Issues
    - None.

2. Matters for OPA/ZBA
    - None.

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

Landscape Architecture Comments

1. Matters for OPA/ZBA
    - Four boundary trees are identified on a tree preservation plan and will be impacted by the proposed development, 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
    - Tree #26 - 6m
    - Tree #28 - 7.8m
    - Tree #29 – 3m
    - Tree #12 – 2.8m [minimal impact]

2. Matters for Site Plan
    - Consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review as follows:
        - Consent to be obtained from owner of 1242 Basswood to injure boundary tree #29 and to remove boundary tree #28
        - Consent to be obtained from owner of 1238 Basswood to remove boundary tree #26
    - Replacement trees to be recommendation to Site Plan Review based on total dbh removed. 844 cm dbh is proposed for removal, in accordance with LP Policy 399**, 84 replacement trees are required**. However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end **18 replacement** trees would be required. Tree planting required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

Ecology Comments:

Zoning amendment to allow 2-storey Cluster Townhouse development while retaining the existing heritage dwelling on the subject lands

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

Major issues identified

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

Ecology – complete application requirements

- None.

Notes

- None.

UTRCA Comments:

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

Engineering Comments:

Engineering has **no further comments regarding this application** but would like to note the following:

- This property is subject to a 1.846 meter widening to achieve the required 18.0m from centerline as per the London Plan.
- A 0.3-meter reserve along the Huron Street frontage will also be required, it being noted the access to this property will be by way of 39 Redwood Lane.

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

Wastewater:

- A new sanitary PDC will be required for the proposed development as City records don't indicate an existing PDC for the subject lands, minimum 150mm diameter at 1.00% or as required by the OBC. PDC 200mm and larger in diameter are to be connected directly at a maintenance hole on the mainline. The current zoning appears to be R1-4.
- All private servicing internal to the site is required to be fully contained within the private property for construction and maintenance.
- Detailed engineering drawings demonstrating servicing will be required including providing a proposed connection detail to the municipal sewer and the maximum population and peak flow from the proposed development.

Water:

- All units shall be serviced internally with the water service as proposed from the 150mm watermain on Redwood Lane.
- The existing water service from the existing building shall be transferred to the new internal water service and the old service to be cut and capped at the 600mm Steel trunk Main.
- A water servicing report would be required to determine water service sizing and layout, taking into account all domestic demands, fire flows, water quality and the

various pressure scenarios outlined in section 7.3.1 of the City's Design Specifications and Requirements Manual (DSRM).
- Further comments provided once water servicing brief has been reviewed.
- All Water servicing to the site shall be to City Standards.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Stormwater:

- As per City as constructed storm drainage plan (11180), the subject site is tributary to the existing 450mm storm sewer on Redwood Lane at a C value of 0.50. 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.
- As per as-constructed 11180, a 300mm storm PDC exists to serve the property. In order to service the proposed site the applicant will be required to extend the sewers through the City Owned 39 Redwood Ln. to the north limit of their site; these works shall be in accordance with City Standards.
- A land use of medium/high density residential for this site will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central London Subwatershed (case 4), therefore the following design criteria should be implemented:
    - the flow from the site must be discharged at a rate equal to or less than the allowable condition flow;
    - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
    - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
    - Although the site does not contain 29 or more at grade parking spaces, the medium density site must still provide 100% of the quality control target for the lands to be developed (70% TSS removal), as there are no downstream quality controls in place; and
- shall comply with riparian right (common) law.
- The consultant shall provide a servicing report and drawings to present calculations, recommendations, and details to address these requirements.
- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event would be accepted to meet Total Suspended Solids (TSS) reduction target.
- 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.
- 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. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.

- 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:

- This property is subject to a 1.846 meter widening to achieve the required 18.0m from centerline as per the London Plan.
- A 0.3 meter reserve along the Huron Street frontage will also be required, it being noted the access to this property will be by way of 39 Redwood Lane.

Appendix E – Public Engagement

On May 28, 2024, Notice of Application was sent to 192 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 6, 2024. A “Planning Application” sign was also placed on the site.

There were 4 responses received during the public consultation period.

Public Comment #1: Jim

Hello Peter, first, congrats on being voted in to counsel, well deserved. I want to make a couple of points in regards to the proposed changes at 1458 Huron. I live on ___ and in our area, we have many student rental houses. These houses usually have 4, 5 or more students in them. The noise factor, the parking on the street all add up. If the proposal goes through, is there any way to limit these to Non-Student rentals etc ?

Secondly, with the proposed addition of low income high density housing going into the St. Andrews church property, the traffic will get somewhat congested I would think. All for housing, but the city needs to be smart about what and were they put it. Just my thoughts/concerns.

Public Comment #2: Daniela & Florin Plavosin

Dear Mr. House,

We live in the neighborhood of the proposed zoning amendment, and we write to express our support for the proposed cluster townhouse development.

It is much more desirable to have a thriving group of townhouses than an abandoned single detached home on a large property. The higher density, in our opinion, will also make our area more vibrant.

Best regards,

Daniela and Florin Plavosin

Public Comment #3: Laurie Stephenson

I am on the Board of Directors for ___ directly across the road from this proposed development.

I have concerns with this Cluster Townhouse development in the future because the parking, as presented, doesn't allow for reasonable space per unit.
We at Huron Gardens have had to go to great expense and have been severely inconvenienced with the townhouses to the west of us using our parking spaces.

Additionally, the volume of traffic on Huron Street that already exists at various times of the day does not support this size of development.

Please reconsider the number of units being proposed to allow for my concerns.

Public Comment #4: Benjamin Durham

As residents of the ___ we're so excited to see this infill and density added to such a weird parcel of land!

Although traffic will increase on Redwood Lane due to the only entrance being just off of it, as long as we put traffic-calming measures, we'll be happy to see more homes go in!

A few questions and comments:

1. We are wondering what the construction schedule of this project would look like?
2. The sidewalk along Redwood Lane is a perfect location to have a raised sidewalk to increase the safety of the many families and kids in the neighbourhood. We walk, run, and bike past where that future entrance will be every day… And there is already speeding without additional drivers on the street.
3. Narrowing / pinching / daylighting the entrance to 1458 would also reduce the speed of those entering and exiting the development. Not only that, narrowing the lanes by putting trees in between each direction would again decrease speeds naturally.
4. Are these homes going to be available for families to purchase or rent? Because missing middle housing like these are almost always “renters only.” It would be nice to see some that are available to buy instead of only having missing middle housing be available as rentals.
5. Finally, looking at the building renderings, they look beautiful, but once we got to figure 3, it became more obvious that there is no dedicated bicycle parking anywhere. And seeing as there is a lack of garages, residents are *much* less likely to lug their bicycles up the stairs for storage… and therefore, they'll be “forced” to drive because it's much more “convenient.”
   We, as a couple, bike 80-90% of the time and our car only gets driven occasionally… **Which helps with everyone's traffic woes.**
   We would like to see a beautiful, attractive, covered, functional bike rack or bicycle storage facility in this new development that encourages people to use their bicycles or ebikes. Especially because the grocery stores are quite accessible by bicycle from this new development.
6. In the renderings, in front of the heritage dwelling, there is just lawn right now. We are wondering if it can be either the bicycle parking area or a small forest or garden.

Appendix F – Evaluation of Cultural Heritage Value or Interest

Evaluation of Cultural Heritage Value or Interest

Municipal Address	1458 Huron Street
Resource Name	Flower House
Legal Description	PART LOT 7 CONCESSION 3; DESIGNATED PARTS 2 & 3 33R739; AS IN 346782, 350953; EXCEPT 383491, 383817 LONDON/LONDON TOWNSHIP
PIN	08100-0166
Date of Construction	Circa 1852
Original Owners	John and Elizabeth Flower
Date	June 7, 2024

Property Photograph

Image 1: View of the property at 1458 Huron Street.

Property History
The Euro-Canadian history of the property at 1458 Huron Street begins with the grant of the property to George Webster (1812-1891), by Colonel Thomas Talbot. The patent for the south half of Lot 7, Concession III, London Township (200-acres) was registered on March 31, 1838. The north half of Lot 7, Concession II, had been previously purchased by George's father, Robert Webster (1785-1836), in 1830. On the north half of Lot 7, Robert Webster built the existing stone house at 1745 Kilally Road.

Shortly after receiving the patent to the lot in 1838, George Webster sold the south half of Lot 7 (100-acres) to Thomas Dickenson. In 1848, Thomas and Margaret Dickenson sold the south half of Lot 7 to John Flower (1813-1854). A mortgage of £185 is registered shortly after the purchase and discharged in 1854. In 1854, John Flower died and his wife, Elizabeth (1815-1893) inherited the property. Prior to his death, a house was constructed on the property – the present house at 1458 Huron Street, built in about 1852. The house is noted in the will of John Flower which corroborates with the Flower family history.

The will of John Flower articulated that each of his four daughters were to inherit an equal share of the farm. In 1878, Fannie (Flower) Maylard (1842-1916) inherited 25 acres of the south half of Lot 7, which included the farmhouse at 1458 Huron Street. The property remained in the Maylard family until 2010.

The property was included in the 1961 annexation by the City of London. The present extent of the property (190' by 205') was established through a consent in 1973. The residential subdivision surrounding the property was built in 1988-1989 by Monarch Construction Ltd.

The Grove
The former community known as The Grove was located around the corner of Concession 3 (Huron Street) and Sideroad 5 (Clarke Road) in London Township. The Grove was originally settled by Americans of Irish descent from New York State in the early 19th century. Joseph Percival, one of the earliest settlers on The Grove donated land on Huron Street for a cemetery on the condition that a log church and a school be built on the property. This is now known as The Grove Cemetery, located on the south side of Huron Street, west of Sandford Street.

In 1880 a post office was established for The Grove, then with a population of about 40 inhabitants. The Grove post office closed in 1912, but the church and school continued to function within the community until about 1925, when a new one-room red brick school replaced the old school.

The community was annexed by the City of London in 1961.

Georgian Architecture
Georgian buildings are typified by their balance of symmetrical façades usually with a central doorway and multi-pane windows (Register of Cultural Heritage Resources, 2022).

While the Georgian architectural style is typically aligned with the Hanoverian Georgian monarchs of the Great Britain, this style demonstrates a colonial lag in its popularity in the colonies. It continued to be popular with British immigrants into the 1850s, eventually eclipsed by more Victorian styles, such as Queen Anne Revival or Italianate.

In *Ontario Architecture* (1989), regarding regional interpretations of the Georgian architectural style, John Blumenson notes, "Due to severe climate, the harshness of the land and in particular the limited financial resources of these early settlers, their buildings, with few exceptions, evidence structural necessity more than academic stylistic features, as was the case in the United States or England." Shannon Kyles notes, "The Upper Canadian at this time wanted a sturdy house that reflected his simple dignity." In *The Ancestral Roof,* Marion MacRae notes, the Georgian architectural style was not native to Upper Canada, but "was a physical expression of the cultural mental

climate of the first settlers of Upper Canada and was present with them, in a wishful state, while they were living in rude shelters and simple log houses." Vernacular interpretations of the Georgian architectural style are common, but adherence to conventional rules of symmetry, proportion, and uncluttered designs characterize the Georgian architectural style. House plans are generally central, with a balanced façade of windows. Classically-inspired detailing can often be found in the roof, window trim, and moulded surrounds (Blumenson 1989, 5). While earlier Georgian architectural style buildings often featured high pitched gable roofs, the pitch became lower and often hipped in form (Kalman 1994, 148). Thomas F. McIllwraith, in *Looking for Old Ontario*, asserts the preference for brick by early colonial settlers as an assertion of resistance to American preference for the stucco cladding of the Greek Revival architectural style (1997, 93).

Based on these generally accepted characteristics of the Georgian architectural style in Ontario, the building at 1458 Huron Street is considered to be representative of this architectural style. The building demonstrates a balanced façade, with a central entry flanked by window openings. It has stoic, restrained detailing which typifies the Georgian architectural style. The building also has proportions characteristic of other Georgian architectural style buildings. As Kalman notes, later Georgian architectural style buildings often feature hipped roofs, such as the building located at 1458 Huron Street.

Resource Description
The building on the property at 1458 Huron Street is a two-storey buff brick building. The building is generally square in plan, with a rear addition. The building has a hipped roof. The building has a symmetrical composition across its main (south) façade. A central doorway is articulated by sidelights and a transom. The doorway is flanked by window openings to each side, which are articulated by sills and a very slightly arched voussoir. There are three window openings on the second storey of the main façade, aligned with the openings on the ground storey. All of the windows have been replaced, circa 1991, within the original openings. Two windows on each storey articulate the east façade and west façade of the building. Undersized shutters have been affixed to the main façade of the building's exterior.

The building is oriented towards Huron Street, which is the road between the second and third concessions of London Township. Barns and other agricultural structures were formerly located on the property but were demolished in about 1970.

The heritage attributes that support and contribute to the physical or design value of the property as a representative example of a buff brick Georgian farmhouse include:

- Form, scale, and massing of the two-storey structure with a square plan;
- Hipped roof with buff brick chimney located on the west side of the building;
- Symmetrical main (south) elevation with three bays;
- Brick and stone foundation;
- Window openings with shallow segmented arch voussoirs;
- Main entrance with sidelights, narrow transom window, panelled door, and shallow segmented arch voussoirs;
- Buff brick exterior.

The heritage attributes that support and contribute to the contextual value of the property as a physical reminder of The Grove include:

- The building's location and frontage on Huron Street;
- Unobstructed views to the south elevation of the building from Huron Street.

The rear addition is not a heritage attribute.

O. Reg. 9/06 – Criteria for Determining Cultural Heritage Value or Interest
A property may be designated under Section 29, Ontario Heritage Act, if it meets two or more of the criteria for determining whether it is of cultural heritage value or interest.

Criteria	Meets Criteria (Yes/No)	Evaluation
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes	The house on the property at 1458 Huron Street is a representative example of a buff brick Georgian farmhouse.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The property does not demonstrate a high degree of craftsmanship or artistic merit.
3. The property has historical value because it demonstrates a high degree of technical or scientific achievement.	No	The property does not demonstrate a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.	Yes	The property at 1458 Huron Street has historical value or associative value because it is historically associated with the Flower family. The Flower family settled on this property in the former London Township in 1848, with the construction of the present house in about 1852. The property remained in the ownership of direct descendants of John (1813-1854) and Elizabeth Flower (1815-1891) until 2010.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The property is not believed to yield, or have the potential to yield, information that contributes to an understanding of a community or culture in a significant manner.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	No	The property does not reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	No	The property is not believed to be significant in defining, maintaining, or supporting the character of the area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	Yes	The property at 1458 Huron Street has contextual value because it is functionally linked to the surroundings as a historic farmhouse. While residential development has changed the setting, the house remains historically linked to

		its surroundings as a physical reminder of The Grove.
9. The property has contextual value because it is a landmark.	No	The property is not considered to be a landmark.

The property at 1458 Huron Street meets three of the nine criteria of O. Reg. 9/06, therefore meriting designation pursuant to Section 29, *Ontario Heritage Act*.

Appendix G – Statement of Cultural Heritage Value or Interest

1458 Huron Street

Statement of Cultural Heritage Value or Interest
Legal Description: PART LOT 7 CONCESSION 3; DESIGNATED PARTS 2 & 3 33R739; AS IN 346782, 350953; EXCEPT 383491, 383817 LONDON/LONDON TOWNSHIP
PIN: 08100-0166

Description of Property
The property at 1458 Huron Street is located on the north side of Huron Street between Webster Street and Sanford Street. The property is located in The Grove, a historic area of the former London Township.

The house on the property was built in about 1852 and is historically associated within the Flower family. The property remained in the ownership of descendants of the original owner of the house until 2010.

Statement of Cultural Heritage Value or Interest
The property at 1458 Huron Street is of significant cultural heritage value or interest because of its physical or design values, its historical or associative values, and its contextual values.

Criteria 1: The building on the property at 1458 Huron Street has design value or physical value because it is a representative example of a buff brick Georgian farmhouse. The two-storey buff brick dwelling is generally square in plan with a hipped roof and a symmetrical three-bay front façade. The central doorway is articulated by sidelights and a narrow transom. As a c.1852 Georgian farmhouse, the building is representative of the Georgian farmhouse form and style in London.

Criteria 4: The property at 1458 Huron Street has historical value or associative value because it is historically associated with the Flower family. The Flower family settled on this property in the former London Township in 1848, with the construction of the building in about 1852. The property remained in the ownership of direct descendants of John Flower (1813-1854) and Elizabeth Flower (1815-1891) until 2010.

Criteria 8: The property at 1458 Huron Street has contextual value because it is functionally linked to its surroundings as a historic farmhouse. While residential development has altered the setting of the farmhouse, the building remains historically linked to its surroundings as a physical reminder of The Grove.

Heritage Attributes
The heritage attributes that support and contribute to the physical or design value of the property as a representative example of a buff brick Georgian farmhouse include:

- Form, scale, and massing of the two-storey structure with a square plan;
- Hipped roof with buff brick chimney located on the west side of the building;
- Symmetrical main (south) elevation with three bays;
- Brick and stone foundation;
- Window openings with shallow segmented arch voussoirs;
- Main entrance with sidelights, narrow transom window, panelled door, and shallow segmented arch voussoirs;
- Buff brick exterior.

The heritage attributes that support and contribute to the contextual value of the property as a physical reminder of The Grove include:

- The building’s location and frontage on Huron Street;
- Unobstructed views to the south elevation of the building from Huron Street.

The rear addition is not a heritage attribute.

From: The Architectural Conservancy of Ontario, London Region Branch

To: PEC, London City Council, City Hall

Dear Members of the committee:

Re: 1458 Huron St

The above property is being considered by Council for Designation.

The Architectural Conservancy Ontario London Region Branch very much supports this designation for the following reasons:

The property comprises an historic farmhouse built in the plain Georgian style. The house was built in c1852 by John Flower. He bought the land c1850 from George Webster who was the son of Robert Webster who was one of the very first European settlers in this region. His house at 1745 Kilally was noted as a destination for early pioneers from at least 1830 onwards.

The Websters and others were instrumental in setting up what subsequently became the village of 'The Grove' which had its own church, school and post office at one time.

The Huron St farmhouse was occupied continually by the Flowers until 2012.

Built in buff brick, in a vernacular Georgian style, the house demonstrates the simplicity, symmetry and proportions of this style. There are few examples left in the London area. The house is historically, architecturally and contextually significant.

As the property is intended to remain at the heart of a new 2-storey cluster townhouses, it appears that this is a very good example of how heritage and new building can co-exist and, in fact, displays how the heritage element will considerably enhance this development.

Thank you for your attention.

Yours sincerely,

Maggie Whalley

Board Member
On behalf of ACO London Region Branch

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: **White Oaks Shopping Centre Inc.**
1105 Wellington Road
File Number: OZ-9725, Ward 12
Public Participation Meeting
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of White Oaks Shopping Centre Inc. relating to the property located at 1105 Wellington Road:

(a) the request to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Transit Village Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan, **BE REFUSED** for the following reasons:
   i) The requested amendment does not satisfy the criteria for adoption of Specific Area Policies;
   ii) The requested amendment does not facilitate a transition in heights from the core of the Transit Village Place Type, as required by the intensity policies for the Transit Village Place Type.

(b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(_)*H115*D750) Zone, **BE REFUSED** for the following reasons:
   i) The requested amendment does not facilitate a transition in heights from the core of the Transit Village Place Type, as required by the intensity policies for the Transit Village Place Type;
   ii) The requested interior side yard depth does not sufficiently mitigate impacts of the proposed development, as required by the Zoning to the Upper Maximum policies contained in the Our Tools section of The London Plan.

IT BEING NOTED staff are recommending an alternative Specific Policy Area and Zoning By-law Amendment, which addresses the above noted issues, in parts (c) to (e) below;

(c) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 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;

(d) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Holding Residential R9 Special Provision (RSA4/h-248*R9-7(_)*H96*D595) Zone;

(e) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:

i) Provide an adequately sized and centrally located outdoor amenity space, either at-grade or rooftop, or a combination of both;
ii) Details regarding garbage storage and collection be determined;
iii) Details regarding the inclusion of a paratransit layby be determined.

IT BEING NOTED, that the above noted amendments are 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 Transit Village Place Type, Protected Major Transit Station Area policies, Zoning to the Upper Maximum policies, and criteria for Specific Area Policies; and
3. The recommended amendment facilitates intensification of an underutilized site at an intensity which provides a transition from the core of the Transit Village Place Type.

Executive Summary

Summary of Request
The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Transit Village Place Type to permit a maximum height of 32 storeys containing 568 residential units.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(_)*H115*D750) Zone.

Purpose and the Effect of Recommended Action
Staff are recommending refusal of the requested amendment to The London Plan and Zoning By-law amendment and approval of an alternative amendment to The London Plan and Zoning By-law amendment.

Staff are recommending a holding provision that will ensure the development will not occur until such time as there is an accepted water strategy and adequate capacity available.

The recommended action will permit two high-rise towers connected by a common podium consisting of approximately **493 residential units** and a maximum height of 27 storeys (96 metres).

Linkage to the Corporate Strategic Plan

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

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description and Location

The subject site is located on the southwest corner of Wellington Road and Bradley Avenue and is currently developed with a regional shopping centre, known as White Oaks Mall, in the White Oaks Planning District.

The portion of the site proposed for development is located at the corner of Bradley Avenue and the White Oaks Mall entry (a private road), with a frontage of approximately 100 metres, depth of approximately 82 metres, and an area of approximately 0.83 hectares. This portion of the site is currently developed with an above grade parking garage.

Site Statistics:

- Current Land Use: Parking garage
- Frontage (Bradley Avenue): 100 metres (328 feet)
- Depth (Private Road): 82 Metres (270 feet)
- Area: 0.83 hectares (2.05 acres)
- Shape: Regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Townhouses and commercial plaza/future development
- East: White Oaks Mall parking and commercial
- South: White Oaks Mall and commercial
- West: Mid-rise apartment buildings (7 storeys)

Existing Planning Information:

- The London Plan Place Type: Transit Village Place Type
- Existing Special Policies: Protected Major Transit Station Area (PMTSA)
- Existing Zoning: Regional Shopping Area (RSA4) Zone

Figure 1- Aerial Photo of 1105 Wellington Road and surrounding lands

Figure 2 - Streetview of 1105 Wellington Road (view looking southwest)

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of two residential towers containing 568 units and providing several apartment configurations to promote housing choice and respond to local market demand. Tower 1 (32 storeys) would be positioned adjacent to Bradley Avenue and Tower 2 (30 storeys) would be positioned to the southwest, with both buildings located on top of a common podium. The podium is primarily utilized for residential parking for Levels 1 through 6, with residential units positioned at the Bradley Avenue interface within these Levels. Levels 7 and 8 of the podium are predominately used for apartment units. One level of underground parking with a total of 141 commercial parking spaces is provided in Level P1, with 734 residential parking spaces integrated into Levels 1 to 6 of the podium. Access to the structured parking levels would be provided from the internal (south) driveway, with clear labels differentiating between the two parking types. One bicycle parking space would be provided per residential unit in Level P1 (568 stalls), and storage lockers for residents would also be provided within the underground parking arrangement.

The proposed development includes the following features:

- Land use: High density residential
- Form: Apartment buildings
- Height: 32 storeys (115 metres)
- Residential units: 568
- Density: 750 units per hectare
- Building coverage: 76%
- Parking spaces: 141 underground and 734 structured
- Bicycle parking spaces: 568 inside
- Landscape open space: 29.5%

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

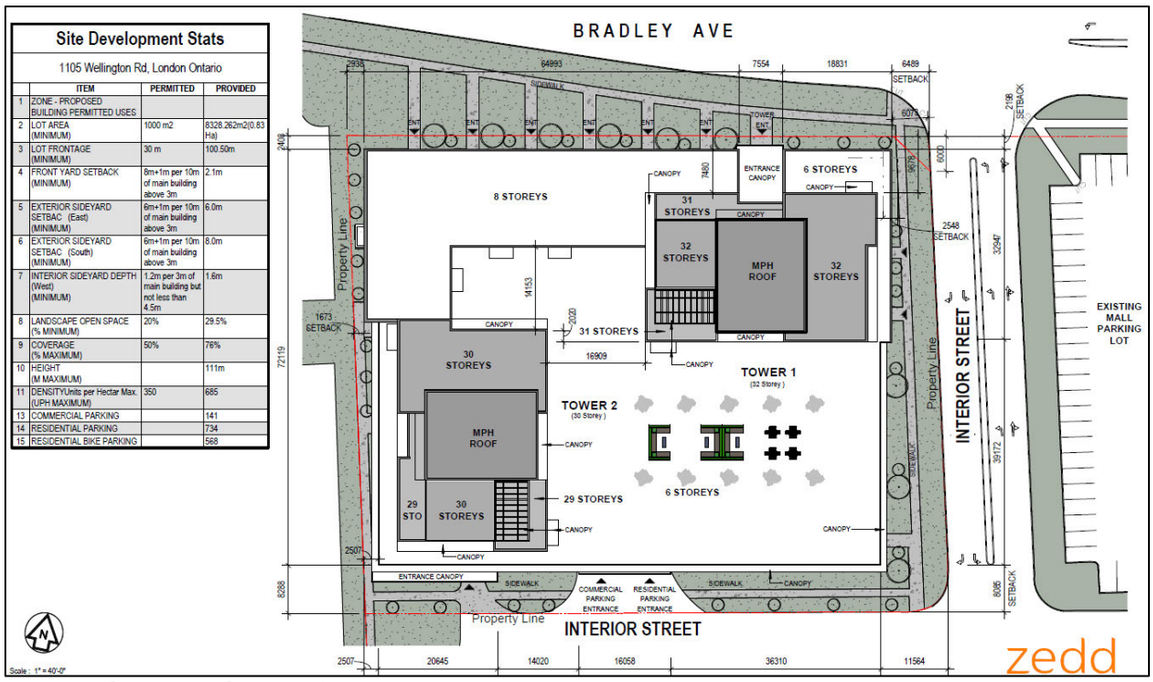


Figure 3 - Conceptual Site Plan (March 2024)

Figure 4 – Conceptual rendering southwest view (April 2024)

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

2.2 Requested Amendments

The applicant has requested to add a Specific Policy to the Transit Village Place Type in The London Plan and to add the lands to Map 7 – Specific Policy Areas to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Regional Shopping Area (RSA4) Zone to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(_)*H115*D750) Zone.

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

Regulation (R10-5 Zone)	Required	Proposed
Front Yard Depth (Minimum)	18.8 metres	1.5 metres
Interior Side Yard Depth (Minimum)	44.4 metres	1.5 metres
Rear Yard Depth (Minimum)	44.4 metres	7.5 metres
Lot Coverage (Maximum)	50%	80%

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Building height
- Podium height
- Insufficient westerly side yard depth
- Water capacity

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

2.4 Public Engagement

On April 10, 2024, Notice of Application was sent to 1,208 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 April 18, 2024. A “Planning Application” sign was also placed on the site.

There were five (5) responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Traffic and parking
- Increased crime
- Over intensification

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3).

Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

While staff agree the site is in an appropriate location to support higher intensities that would benefit from proximity to existing services, transit, and a regional shopping centre, the proposed development represents a high-rise and intense built form that is inconsistent with the established land use pattern and surrounding neighbourhood. The proposed intensity of 30 and 32 storeys is greater than the existing context consisting of low density townhouses and mid-rise apartment buildings, as well as the planned context consisting of 10 to 27 storey apartments at the intersection of Bradley Avenue and Montgomery Road. The policy framework allows for the greater height and intensity located at nodes of higher order intersecting streets, in this case at Wellington Road and Bradley Avenue.

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 not all the above criteria have been satisfied. Specifically, criteria 3, 6, and 7. An analysis of the deficiencies is addressed in Section 4.0 of this report.

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 not all the above conditions have been satisfied. Specifically, criteria 2, 4, and 5. An analysis of the deficiencies is addressed in Section 4.0 of this report.

The London Plan includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).

To provide certainty and to ensure that impacts of the additional height and density are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

Staff are of the opinion that the applicant's proposed zoning provisions do not sufficiently mitigate the impacts of the additional height and density. Specifically, the reduced interior side yard depth of 1.5 metres does not provide adequate separation from the existing development to the west nor does it provide opportunities for meaningful buffering through landscaping and tree planting. An analysis of the deficiencies is addressed in Section 4.0 of this report, including the alternative staff recommendation.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed apartment building use is supported by the policies of the Provincial Policy Statement and contemplated in the Transit Village Place Type in The London Plan (TLP 811_1).

4.2 Intensity

In the Transit Village Place Type, buildings will not exceed a standard height of 15 storeys; however, high-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies (TLP 813_1). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type and the Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (TLP 813_3 and 813_6). The full extent of intensity in policy 813_1 will not necessarily be permitted on all sites within the Transit Village Place Type.

The site is within a Protected Major Transit Station Area (PMTSA), which establishes minimum intensification targets and contemplates a maximum height of 22 storeys (TLP 815C_). Within the Transit Village PMTSAs, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses (TLP 815B_). The proposed development aligns with these minimum expectations for residents and jobs per hectare as prescribed in the Transit Village Protected Major Transit Station Areas.

Although it is acknowledged that the site is suitable to support intensification, staff have concerns with the level of intensity proposed. As identified in section 2.5 of this report, staff are of the opinion that not all of the criteria of policy 1578_ of The London Plan have been satisfied, specifically the following:

3. *Conformity with the Place Type policies.*
   As discussed above, the Transit Village Place Type contemplates a standard maximum height of 15 storeys and an upper maximum of 22 storeys. Heights are to step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type. Although the site does not directly abut the Neighbourhoods Place Type, staff are of the opinion that a more appropriate transition is required towards the existing mid-rise (7 storey) apartment buildings to the west. Staff are further of the opinion that the proposed 32 storey intensity would be more appropriately directed to the intersection of Wellington Road and Bradley Avenue. As such, staff are recommending a maximum building height of 27 storeys to provide a transition in heights while also maintaining consistency with the planned context at the intersection of Bradley Avenue and Montgomery Avenue.

6. *Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.*
   Staff are of the opinion that the proposed form does not adequately mitigate the proposed intensity and may negatively impact adjacent properties. These concerns are discussed in greater detail in section 4.3 of this report.

7. *The degree to which the proposal fits within its existing and planned context.*
   The Transit Village Place Type is planned to accommodate heights ranging from 15 to 22 storeys, with heights reducing from the core towards the Neighbourhoods Place Type. The intent is to ensure the highest intensities are located closest to transit facilities while maintaining an appropriate transition in height towards lower intensities. The site is adjacent to existing 7-storey, mid-rise apartment buildings to the west and 3-storey townhouses to the north (across Bradley Avenue). Although these sites are also in the Transit Village Place Type, it is not reasonably anticipated they will redevelop in the near-term. As such, staff are of the opinion that a more appropriate transition in height towards these properties is required, which can be accommodated with the alternative recommendation of 27 storeys in combination with the recommended zoning provisions.

In addition, staff are of the opinion that the requested amendments do not satisfy the conditions of policy 1730_, which apply when considering a new Specific Area Policy:

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.*
   As shown in our City Structure Plan, the Downtown will serve as the highest-order mixed-use centre and will permit the tallest buildings and the highest densities in the city (TLP 798_ and 802_). Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. High-rise buildings up to 35 storeys, may be permitted in conformity with the Our Tools policies of The London Plan (TLP 802).

   The proposed development at 32 storeys is not only 10 storeys greater than the upper maximum height of 22 storeys for the Transit Village Place Type, but also approaches the upper maximum height of 35 storeys for the Downtown Place Type. As such, staff have concerns that permitting 32 storeys mid-block in the Transit Village Place Type and not in the core of the Place Type, has an adverse impact on the integrity of both the Downtown and Transit Village Place Types.

4. *The proposed use cannot be reasonably altered to conform to the policies of the place type.*
   Staff are of the opinion that the proposed residential apartment building with heights of 30 and 32 storeys could reasonably be altered to conform to the policies of the Transit Village Place Type. However, staff are also of the opinion that the site is sufficiently unique and distinctive to support greater intensities which facilitate a more appropriate transition in height from the core of the Transit Village Place Type. As such, staff are recommending a maximum height of 27 storeys which will facilitate said transition and aligns with the planned context of the proposed development at the corner of Bradley and Mongomery Avenues.

5. *The proposed policy is in the public interest and represents good planning.*
   Given the concerns surrounding the intensity, form, and lack of mitigation measures to reduce impacts to adjacent properties and the public realm, staff are of the opinion that the requested Specific Policy Area is not in the public interest and does not represent good planning.

Based on the foregoing, it is recommended the requested Specific Policy Area be refused and the alternative recommendation for a Specific Policy Area permitting a maximum height of 27 storeys be approved.

4.3 Form

In accordance with policy 814_, the following form policies apply within the Transit Village Place Type and are relevant to the proposed development:

- High-quality architectural design.
- Buildings and public realm to be designed to be pedestrian, cycling, and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.
- Convenient pedestrian access to transit facilities.
- Publicly accessible pedestrian connections through development sites.
- The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
- Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
- Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
- Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

In addition to the form policies of the Transit Village Place Type, all planning and development applications will conform with the City Design policies of The London Plan (841_1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252_ and 253_).

In accordance with policy 289_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human-scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

Base
Although the base of the building provides positive design elements such as articulation, reduced setbacks and active frontages along Bradley Avenue, and other positive architectural features, staff are concerned that the eight (8) storey podium does not facilitate a human-scale. As such, it is recommended the podium be reduced to six (6) storeys through the integration of an additional stepback above the 6th storey.

Middle
Staff are generally satisfied that the middle of the proposed towers have been designed to be visually cohesive with, but distinct from, the base and top. The towers have a small floorplate of 961 square metres above the 9th floor, resulting in slender point towers.

Top
A change in materiality and colour scheme proposed for the penthouse, as well as the inclusion of rooftop amenity spaces with canopies on each tower, ensures the top is differentiated from the middle.

4.4 Recommended Zoning

As an alternative to the proposed Residential R10 (R10-5) Zone base zone, staff are recommending a Residential R9 Special Provision (R9-7(_)) Zone with an appropriate height and density. Additional special provisions are recommended to foster a safe, comfortable, and accessible public realm, and to reduce potential impacts on neighbouring properties.

The following special provisions are recommended to lock in several positive design elements of the building, as proposed:

- Maximum building height of 27 storeys (96 metres);
- Maximum tower floorplate of 1,000 square metres;
- Structured parking is not permitted within 8.0m of the building façade facing Bradley Avenue to ensure the podium is wrapped in active uses;
- Minimum 3.0m step-back above the 6th storey along Bradley Avenue;
- Minimum stepback above the 8th storey along Bradley Avenue of 7.0 metres for Tower 1;
- Minimum stepback above the 8th storey along Bradley Avenue of 29.0 m for Tower 2;
- Minimum distance between the two towers of 16.9m;
- The principal building entrance shall be oriented to Bradley Avenue;
- Minimum ground floor height of 4.0m to maintain potential for future commercial uses on the ground floor;
- Additional permitted commercial uses on the ground floor to maintain potential for future mixed-use.

In addition, the applicant has requested the following special provisions:

- Minimum front yard depth of 1.5 metres (whereas 18.8 metres is required);
- Minimum interior side yard depth of 1.5 metres (whereas 44.4 metres is required);
- Minimum rear yard depth of 7.5 metres (whereas 44.4 metres is required);
- Maximum lot coverage of 80% (whereas 50% is permitted).

Regulation	Proposed	Recommended
Front Yard Depth (Minimum)	1.5 metres	1.5 metres
Interior Side Yard Depth (Minimum)	1.5 metres	4.5 metres
Rear Yard Depth (Minimum)	7.5 metres	7.5 metres
Lot Coverage (Maximum)	80%	80%

Staff are agreeable to the reduced front yard depth and a reduced easterly interior side yard depth along the White Oaks Mall Entry, as these reduced setbacks will facilitate an enhanced public realm along the public and private streets. Staff are also agreeable to the increased lot coverage as recommended zone boundaries tightly wrap the proposed development. However, staff take exception to the reduced westerly side yard depth of 1.5 metres as this provides little separation between the 8 storey podium of the proposed development and adjacent properties, and affects the ability to provide a meaningful buffer with enhanced landscaping and tree planting. On this basis, staff are recommending an increased setback of 4.5 metres.

4.5 The London Plan – City-led Heights Review

City staff are currently undertaking a review of the heights framework in The London Plan. The initial recommendations of the consultant are being presented to Planning and Environment Committee on July 16, 2024 – the same meeting as this report. Staff have considered the initial findings and recommendations for the heights review in the analysis of this Official Plan and Zoning By-law application.

Conclusion

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Transit Village Place Type to permit a maximum height of 32 storeys and has requested an amendment to the Zoning By-law Z.-1 to rezone the property to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(_)*H115*D750) Zone.

Staff are recommending refusal of the requested amendment to The London Plan and Zoning By-law amendment. Notwithstanding, Staff are recommending approval of an alternative amendment to The London Plan and Zoning By-law amendment. A holding provision is included in the staff recommendation to ensure the development will not occur until such time as there is an accepted water strategy and adequate capacity available.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit two high-rise towers connected by a common podium consisting of approximately 493 residential units and a maximum height of 27 storeys (96 metres).

Prepared by:	**Catherine Maton, MCIP, RPP** **Manager, Planning Implementation**
Reviewed by:	**Mike Corby, MCIP, RPP** **Manager, Site Plans**
Recommended by:	**Heather McNeely, MCIP, RPP** **Director, Planning and Development**
Submitted by:	**Scott Mathers, MPA, P.Eng.** **Deputy City Manager, Planning and Economic Development**

Copy:
Britt O'Hagan, Manager, Current Development
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 1105 Wellington Road

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.

2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

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

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a maximum building height of 27 storeys, subject to the criteria for Specific Area Policies in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1105 Wellington Road in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for apartment buildings with a maximum height of 27 storeys on the subject lands. The recommended amendment is consistent with the *PPS 2020*, which supports densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed. The recommended amendment conforms to *The London Plan*, including, but not limited to the evaluation criteria for Specific Policy Areas, the evaluation criteria for planning and development applications, and the Transit Village Place Type. The recommended amendment facilitates intensification of underutilized land with residential development at an appropriate scale and intensity within the Built Area Boundary and Primary Transit Area.

D. THE AMENDMENT

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

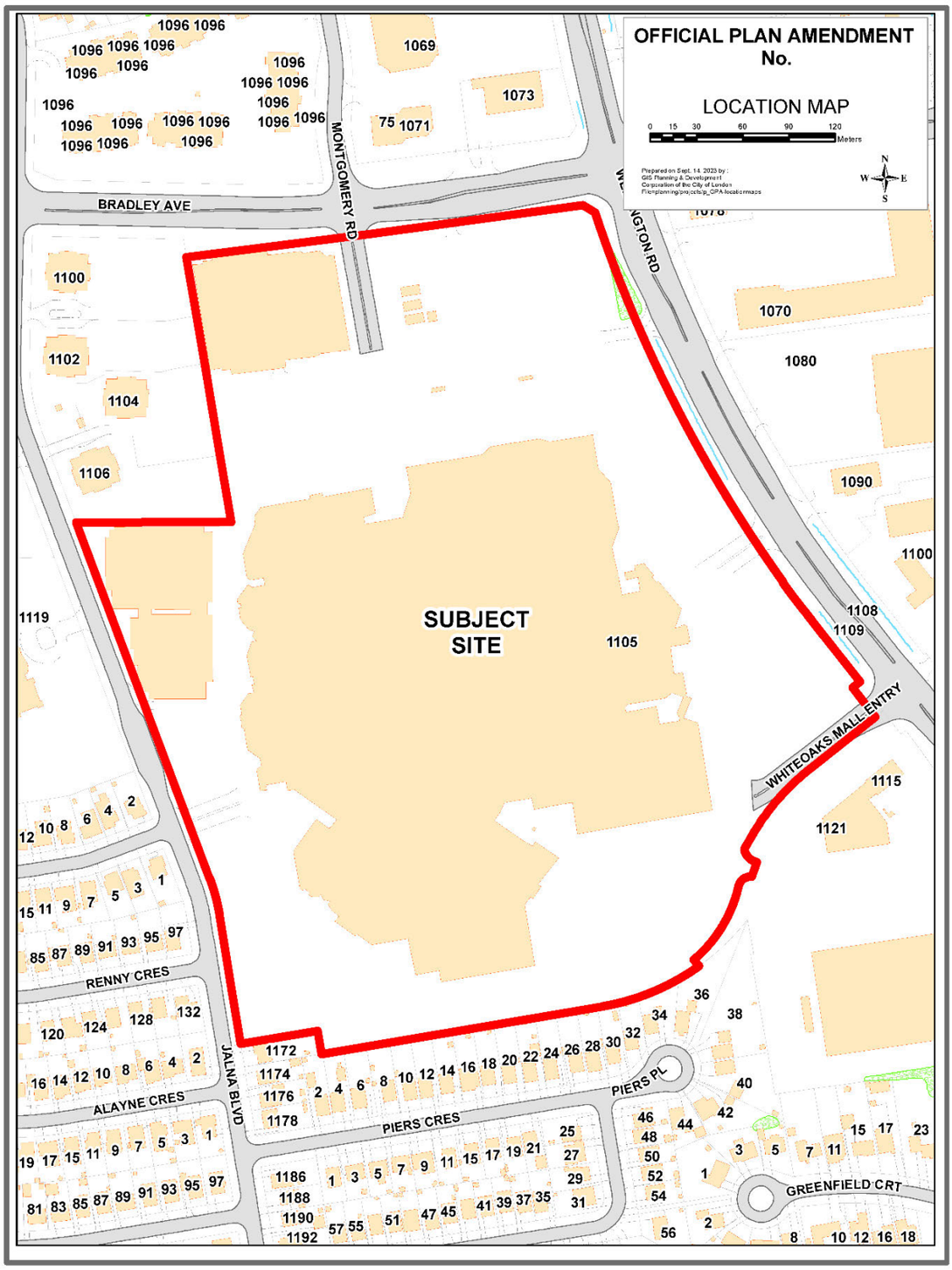
1. Specific Policies for the Transit Village Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

   (__) 1105 Wellington Road

   In the Transit Village Place Type at 1105 Wellington Road, a residential apartment building consisting of two towers may be permitted up to 27 storeys in height in addition to the existing permissions of the Transit Village Place Type.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1105 Wellington Road in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”


OFFICIAL PLAN AMENDMENT
No.
LOCATION MAP
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SUBJECT
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MONTGOMERY RD
WHITEOAKS MALL ENTRY
RENNY CRES
ALAYNE CRES
JALNA BLVD
PIERS CRES
PIERS PL
GREENFIELD CRT
1069
1073
75
1071
1100
1102
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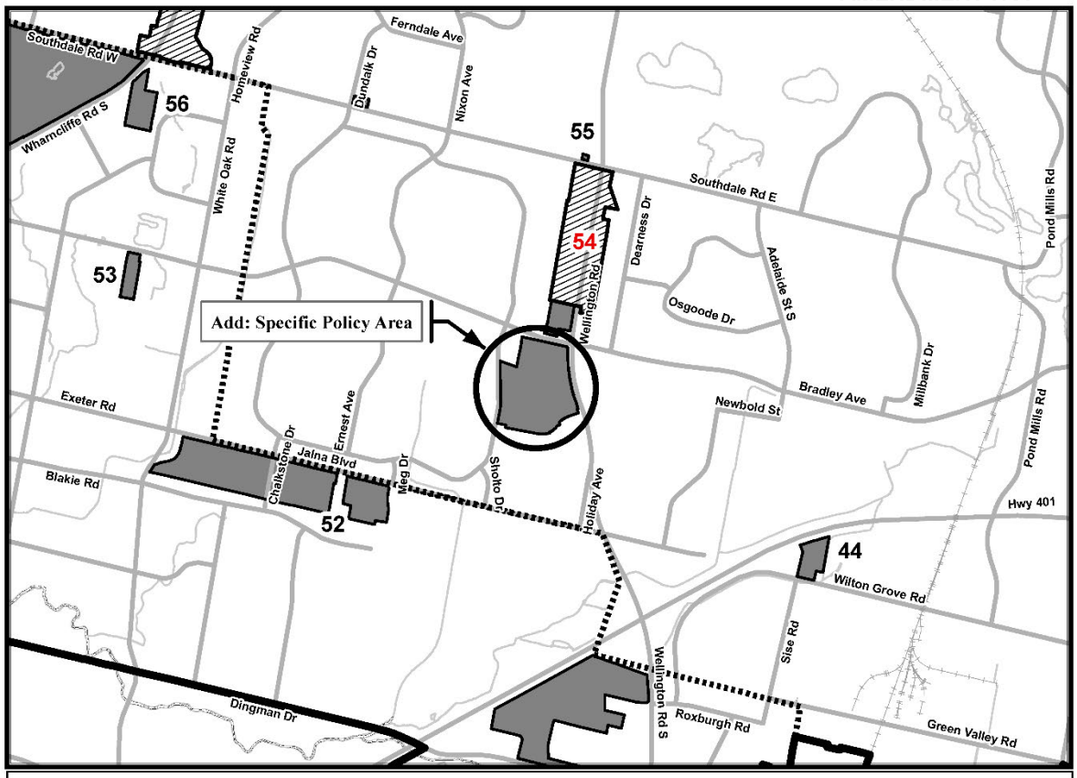
AMENDMENT NO:



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 1
TO

OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

FILE NUMBER:	OZ-9725
PLANNER:	CM
TECHNICIAN:	RC
DATE:	6/26/2024

Document Path: E:\Planning\Projects\p_officialplan\workconsol00\amendments_LondonPlan\OZ-9725\Projects\AMENDMENT_Map7_SpecialPolicyAreas_b&w_8x11.mxd

Appendix B – Zoning By-law 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 1105 Wellington 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 1105 Wellington Road, as shown on the attached map **FROM** Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Holding Residential R10 Special Provision (RSA4/h-248*R9-7(_)*H96*D595) Zone.

2. Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

   R9-7(_) 1105 Wellington Road

   a. Additional Permitted Uses

      i) Notwithstanding the locational criteria for permitted uses in the RSA4 Zone, all uses of the RSA4 Zone shall be permitted on the ground floor of an apartment building

   b. Regulations

      i) Front Yard Depth (Minimum) – 1.5 metres
      ii) Easterly Interior Side Yard Depth (Minimum) – 1.5 metres
      iii) Westerly Interior Side Yard Depth (Minimum) – 4.5 metres
      iv) Rear Yard Depth (Minimum) – 7.5 metres
      v) Lot Coverage (Maximum) – 80%
      vi) Tower Floorplate (Maximum) 1,000.0 square metres
      vii) Stepback Above the 6th Storey along Bradley Avenue (Minimum) – 3.0 metres
      viii) Stepback Above the 8th Storey along Bradley Avenue (Minimum) – 7.0 metres for Tower 1 and 29.0 metres for Tower 2
      ix) Tower Separation (Minimum) – 16.9 metres
      x) Ground Floor Height (Minimum) – 4.0 metres
      xi) Building Height (Maximum) – 27 storeys or 96 metres, whichever is greater
      xii) Density (Maximum) – 595 units per hectare
      xiii) Balcony and Canopy Projections in All Yards (Maximum) – 0.0 metres to the lot line
      xiv) The principal building entrance shall be oriented to Bradley Avenue
      xv) Structured parking shall not be permitted within 8.0 metres of the building façade facing Bradley 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.

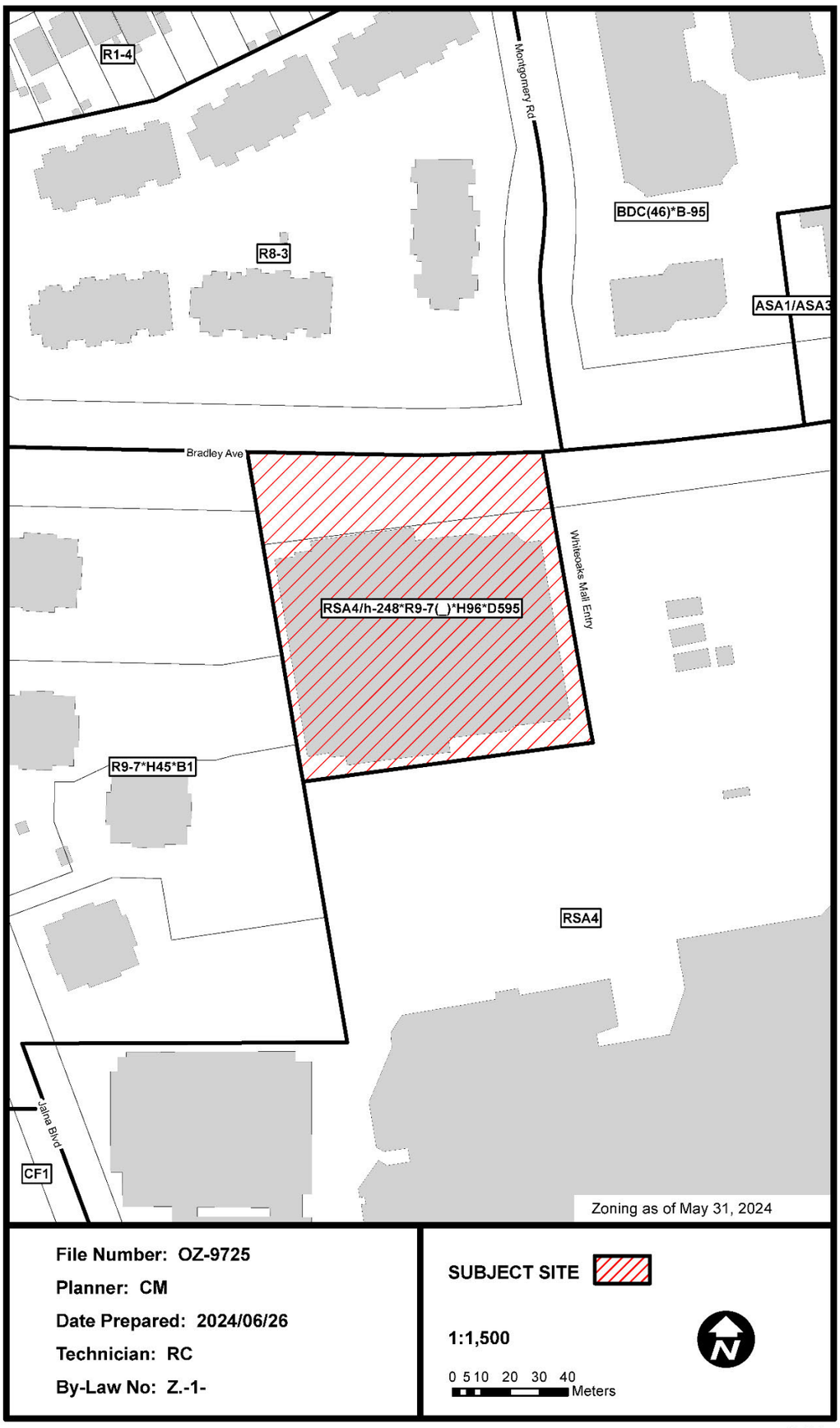
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Parking garage
Frontage (Bradley Avenue)	100 metres (328 feet)
Depth (Private Road)	82 Metres (270 feet)
Area	0.83 hectares (2.05 acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Townhouses and commercial plaza/future development
East	White Oaks Mall parking and commercial
South	White Oaks Mall and commercial
West	Mid-rise apartment buildings (7 storeys)

Proximity to Nearest Amenities

Major Intersection	Wellington Road and Bradley Avenue, 165 metres
Dedicated cycling infrastructure	Bradley Avenue
London Transit stop	Bradley Avenue, 115 metres
Public open space	White Oaks Park, 600 metres
Commercial area/use	White Oaks Mall, on site
Food store	Walmart, on site
Community/recreation amenity	South London Community Centre, 600 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village Place Type
Current Special Policies	Protected Major Transit Station Area (PMTSA)
Current Zoning	Regional Shopping Area (RSA4) Zone

Requested Designation and Zone

Requested Place Type	No change requested
Requested Special Policies	To permit a maximum building height of 32 storeys
Requested Zoning	Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(_)*H115*D750) Zone

Requested Special Provisions

Regulation (R10-5 Zone)	Required	Proposed
Front Yard Depth (Minimum)	18.8 metres	1.5 metres
Interior Side Yard Depth (Minimum)	44.4 metres	1.5 metres
Rear Yard Depth (Minimum)	44.4 metres	7.5 metres
Lot Coverage (Maximum)	50%	80%

C. Development Proposal Summary

Development Overview

The proposed development consists of two residential towers containing 568 units and providing several apartment configurations to promote housing choice and respond to local market demand. Tower 1 (32 storeys) would be positioned adjacent to Bradley Avenue and Tower 2 (30 storeys) would be positioned to the southwest, with both buildings located on top of a common podium. The podium is primarily utilized for residential parking for Levels 1 through 6, with residential units positioned at the Bradley Avenue interface within these Levels. Levels 7 and 8 of the podium are predominately used for apartment units.

One level of underground parking (Level P1) for commercial uses associated with the mall and six levels of residential parking for the apartment development. A total of 141 commercial parking spaces are provided in Level P1, with 734 residential parking spaces integrated into Levels 1 to 6 of the podium. Access to the structured parking levels would be provided from the internal (south) driveway, with clear labels differentiating between the two parking types. One bicycle parking space would be provided per residential unit in Level P1 (568 stalls), and storage lockers for residents would also be provided within the underground parking arrangement.

Proposal Statistics

Land use	High density residential
Form	Apartment buildings
Height	32 storeys (115 metres)
Residential units	568
Density	750 units per hectare
Building coverage	76%
Landscape open space	29.5%
New use being added to the local community	No

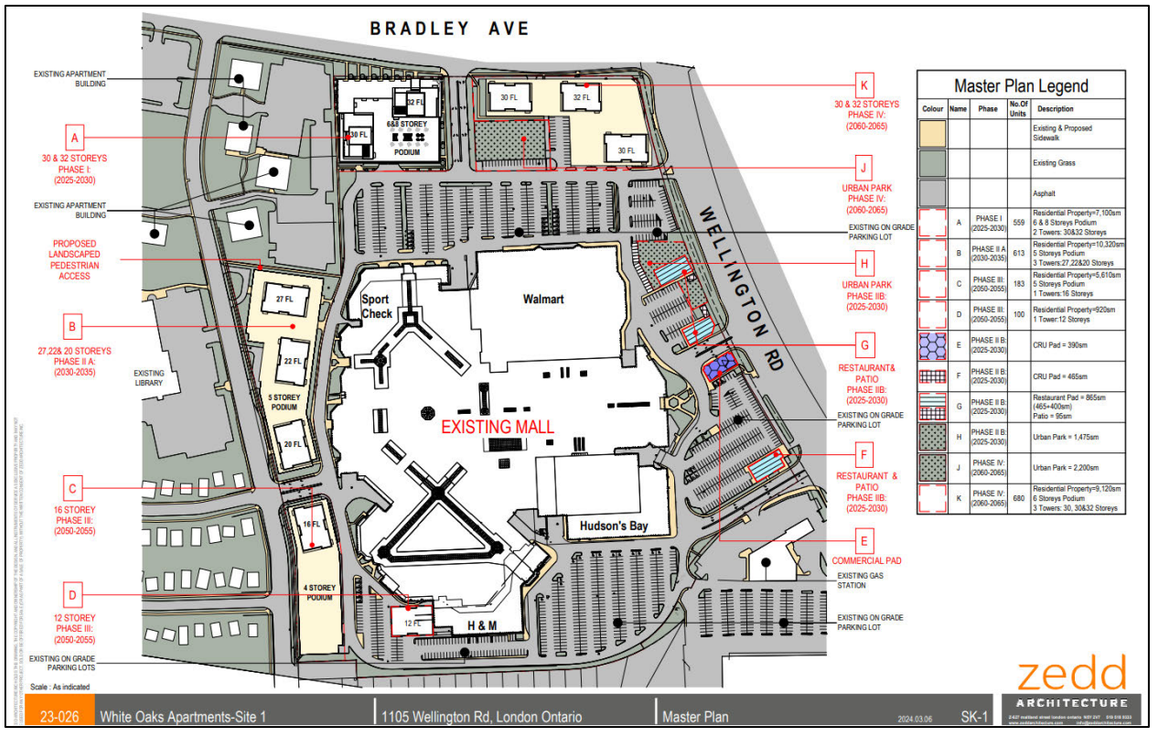
Mobility

Parking spaces	141 underground and 734 structured
Vehicle parking ratio	1.5 spaces per unit
New electric vehicles charging stations	None
Secured bike parking spaces	568
Secured bike parking ratio	1 space per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environment

Tree removals	14
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	NA
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	NA
Green building features	Unknown

Appendix C – Additional Plans and Drawings

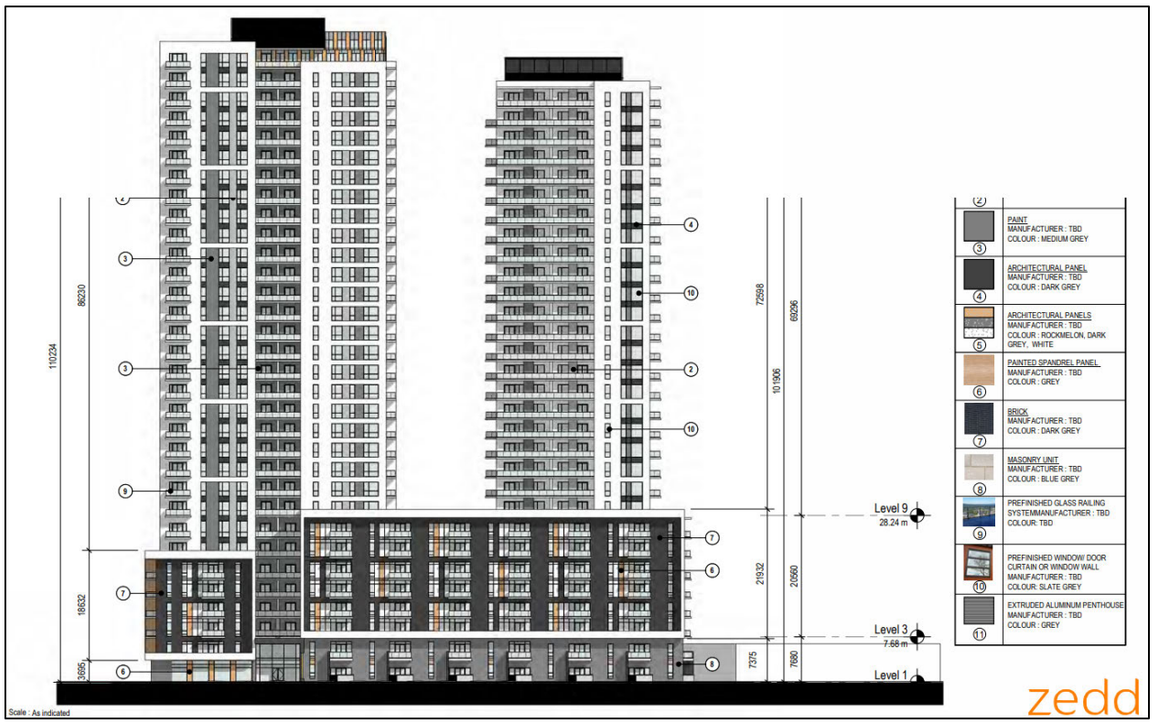


Conceptual Master Plan (April 2024)

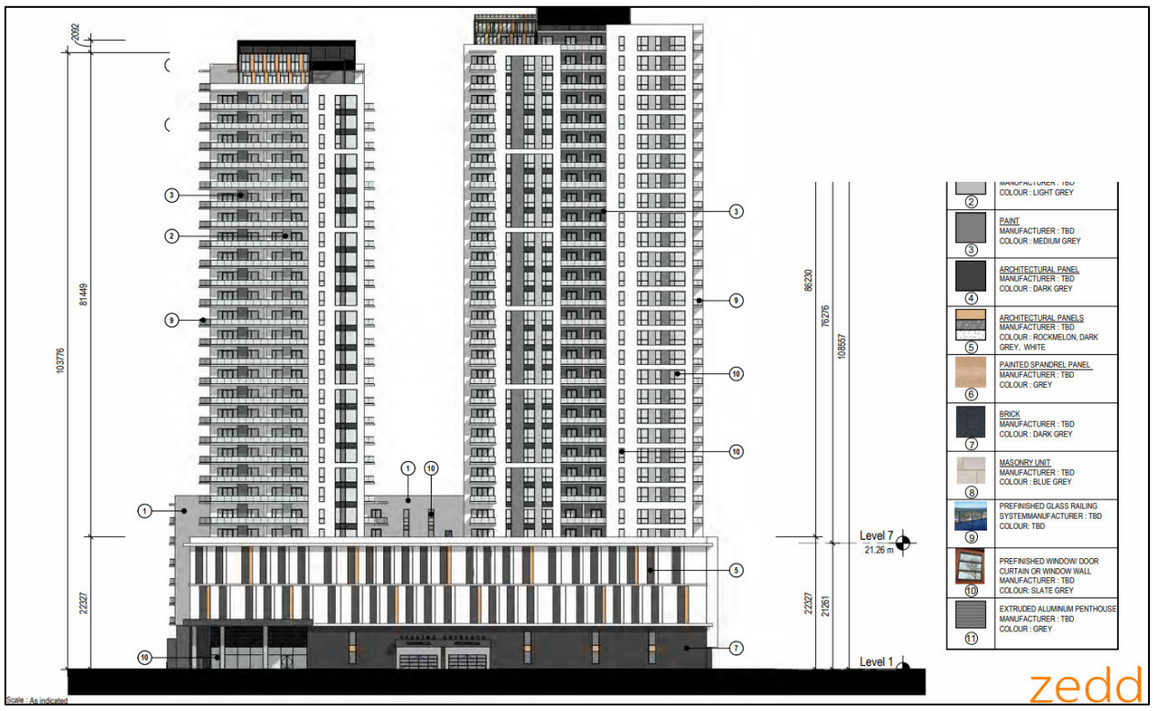
Rendering – Northwest view (April 2024)

Rendering – Southwest view (April 2024)

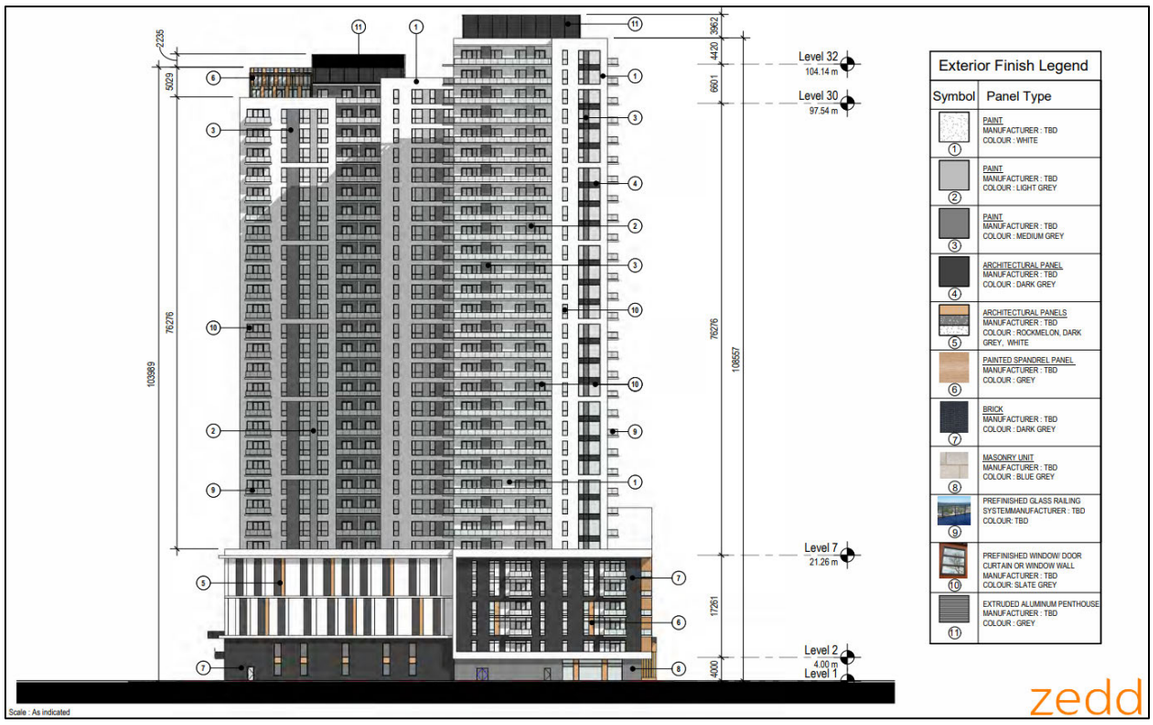
Rendering – Northeast view (April 2024)



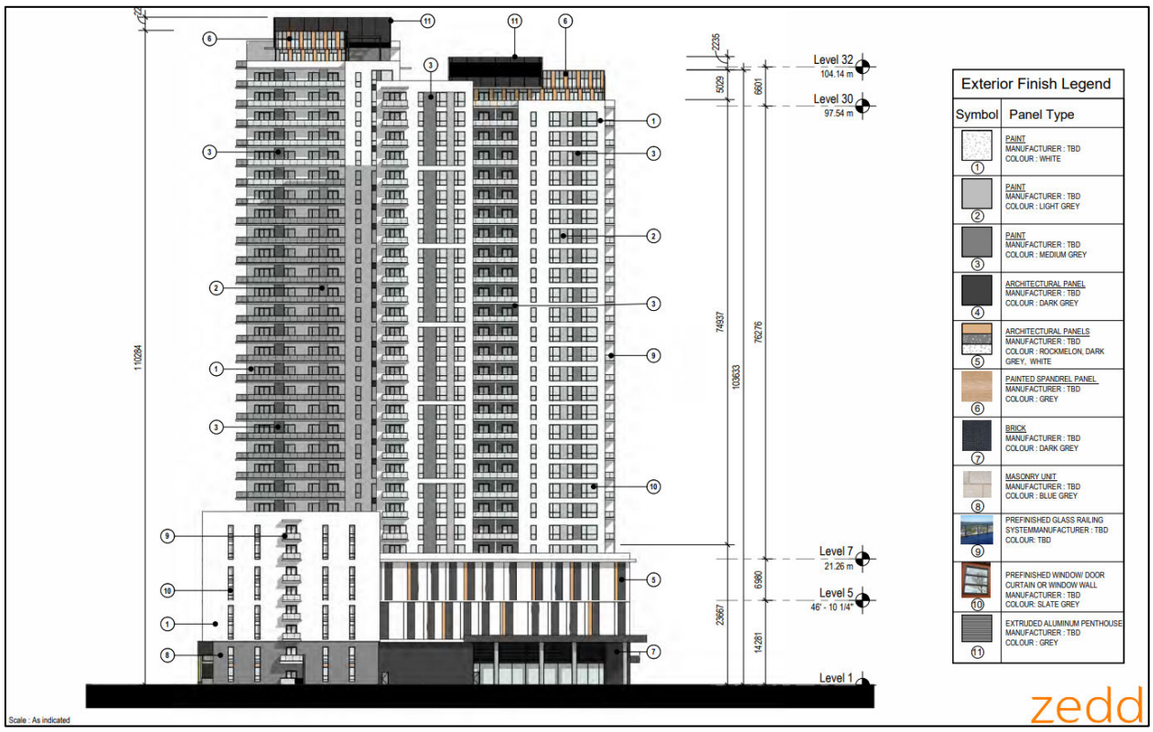
Elevation – North (April 2024)



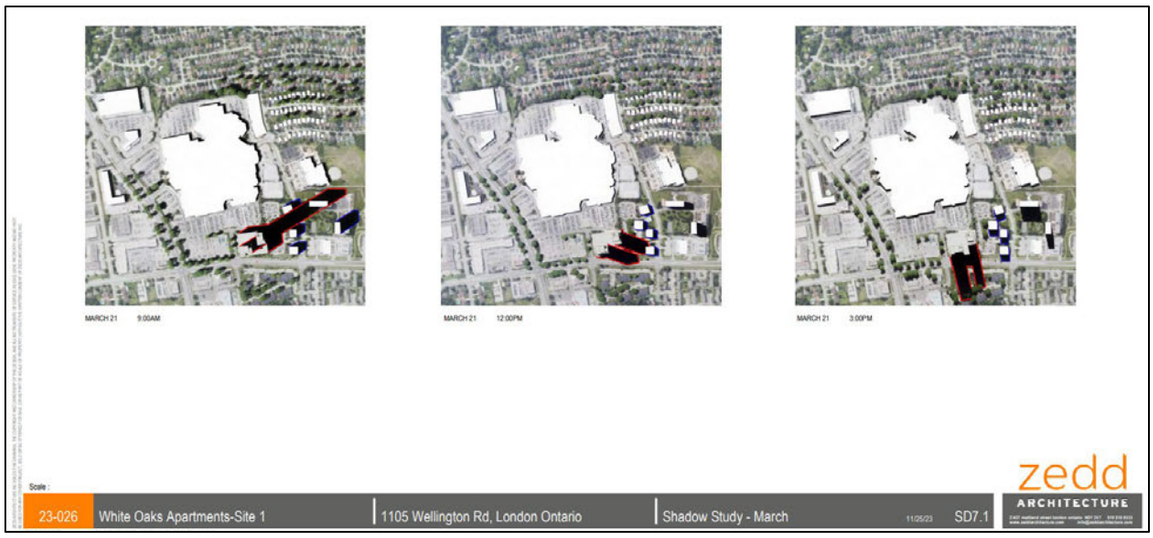
Elevation – South (April 2024)



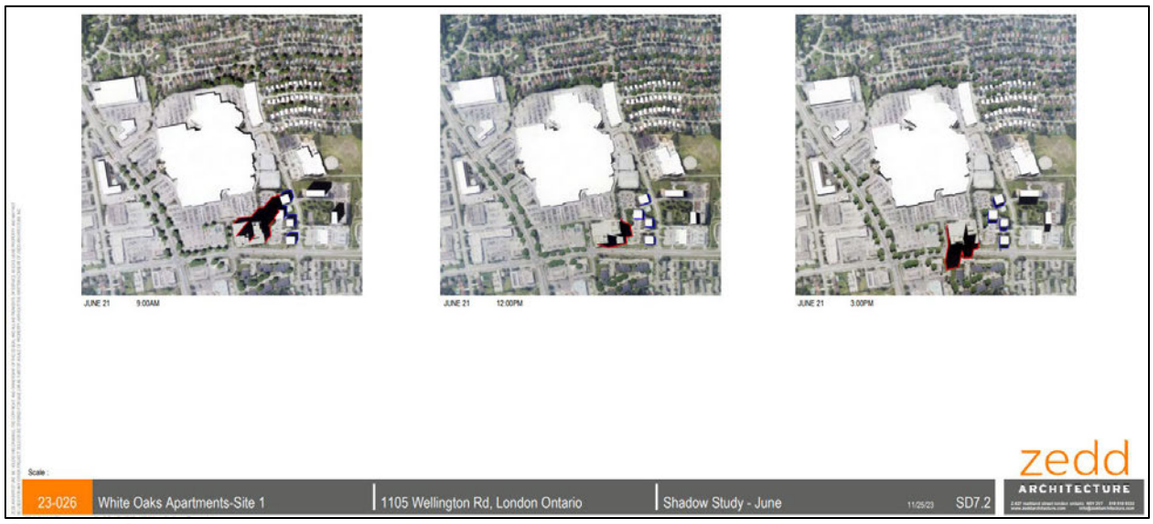
Elevation – East (April 2024)



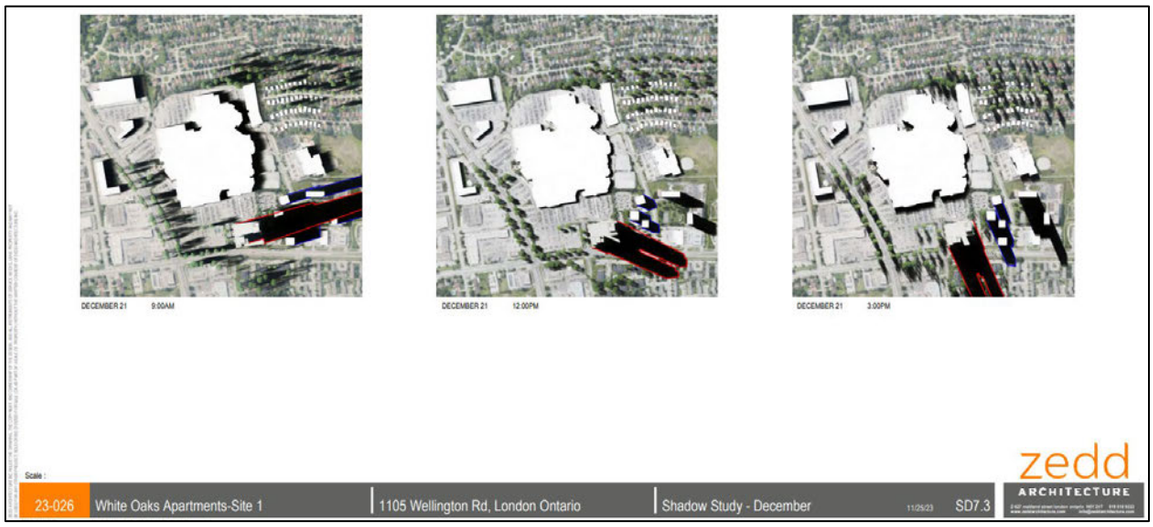
Elevation – West (April 2024)



Shadow Study – March (April 2024)



Shadow Study – June (April 2024)



Shadow Study – December (April 2024)

Appendix D – Internal and Agency Comments

UTRCA – April 11, 2024
The UTRCA has no objections to the application and we have no Section 28 approval requirements.

Landscape Architecture – April 11, 2024
Development and Plannings Landscape Architect does not support the reduced west interior side-yard setback proposed at 1105 Wellington Rd. 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; plantings on private developments play an important role in obtaining this goal. Also, the side yards must accommodate fencing, retaining walls, drainage features [above and below ground] and tree planting. Reduced setbacks will cause conflicts.

Exxon Mobile – April 11, 2024
Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Heritage – April 15, 2024
Confirming that I reviewed the Stage 1 Archaeological Assessment submitted with this application.

There are no further archaeological concerns associated with this application.

London Hydro – April 18, 2024
- This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16weeks. Contact the Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Urban Design – April 22, 2024
Major Issues
- Urban Design is generally supportive of the proposed site layout and building design, and commends the applicant for wrapping the above-ground parking within the podium with active uses, for locating the building close to the street, for offsetting the towers on the base and for proposing slender towers with a floorplate of less than 1000m².

Matters for OPA/ZBA
- Urban Design recommends the following Special Provisions be incorporated into the proposed R10-5(_) Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
    - Maximum height;
    - Maximum tower floorplate size of 1000m²;
    - Glazing (minimum) – 60% on the north (Bradley Avenue-facing) façade of the ground floor;
    - Structured parking is not permitted in the podium abutting Bradley Avenue / within a specified distance (±8.0m) of the building façade facing Bradley Avenue to ensure the podium is wrapped in active uses (as currently proposed);
    - Minimum 3.0m step-back above the 6th storey along Bradley Avenue;
    - Minimum stepback above the podium (8th storey) of ±7.4m (as currently proposed) for Tower 1;
    - Minimum stepback above the podium (8th storey) of ±29.0m (as currently proposed) for Tower 2;

- Minimum distance between the two towers of 16.9m (as currently proposed);
- The principal building entrance shall be oriented to Bradley Avenue;
- Additional uses permitted on the ground floor (commercial uses);
- Minimum ground floor height of 4.0m.

Matters for Consideration Through a Future Site Plan

- The following site plan-related comments were provided to the applicant through the SPC process:
  - Provide increased transparent glazing (windows) on the Bradley Avenue-facing façade of the ground floor to reduce the amount of blank wall facing toward the street and to foster a safe, transparent and active public realm. Floors 3 – 8 incorporate a higher level of glazing and articulation; include a similar level of detail on Floors 1 & 2.
  - Reduce the amount of blank wall on the ground floor on the east elevation as it will be highly visible from Bradley Avenue and to avoid potential Crime Prevention Through Environmental Design (CPTED) issues that may arise from large expanses of blank wall along the interior street.
  - Provide direct pedestrian access from the proposed development to the existing mall to promote connectivity and safe movement of pedestrians. Provide an illustration showing how pedestrians would safely be able to access the mall from this building.
  - The applicant is encouraged to provide publicly-accessible pedestrian walkways throughout the site that connect between the existing commercial uses, the proposed development and the rapid transit station.
  - 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.
    - Consider including porches and/or weather protection (canopies, awnings) for the individual unit entrances;
    - Provide gates for pedestrian access into to these units.
    - Include facilities for temporary bicycle storage (bike racks) close to the building entrance(s) to promote active transportation.
  - Consider providing more of the coloured (orange) panels throughout the tower portions of the building to further break-down the massing and add increased visual interest into the building design.
  - Mitigate potential headlight glare and ensure privacy for residential ground floor units by slightly elevating the ground floor (a maximum of 3 to 5 steps) and/or enhanced all-season landscaping.

Ecology – April 22, 2024

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

Parks Planning & Open Space Design – April 26, 2024

Major Issues

None.

Matters for OPA/ZBA

None.

Matters for Consideration Through a Future Site Plan

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

Site Plan – April 29, 2024

Matters for OPA/ZBA

- No layby shown
- Confirm building encroachments, such as balconies, from site boundary

Matters for Consideration Through a Future Site Plan

- Provide detail about garbage collection (pickup pad) and ensure no reversing of garbage trucks is required.
- Provide ground floor common amenity space

Engineering – May 8, 2024
Matters for OPA/ZBA
Planning & Development – Development Engineering:

- It has been noted in the water servicing report that the existing water service to be utilized by proposed development will not be adequate during fire flow conditions. As part of zoning approval, a holding provision (h-245) will be required until it is demonstrated that the on-site water servicing meets current City standards.
- Engineering has no further comments on this application.

Sewer Engineering:

- There is available surplus capacity for Phase 1 (currently in for Site Plan Consultation – SPC24-015). Please note that The CoL cannot reserve capacity over the course of the next 20/30 years as it would take away from other intensification within the tributary area from developing in the near future.
- Private service connection to the 300mm diameter sanitary sewer on Wellington Road for Phase 1 (30-storey and 32-storey tower) to be coordinated with the Major Projects team and the BRT project.
- Future phases and intensification will be subject to further comments through the appropriate process at the time of submission.

Water Engineering:

- Only the portions of the report relating to the current application (OZ-9725), Building A (Phase 1) was reviewed and will be commented on at this time. The servicing strategies and capacity analysis for the future phases of development will be reviewed and commented on as part of the related future planning applications.
- The capacity analysis is to use the requested zone density of 750 units/hectare to determine the total number of units and resulting population/water demand.
- Water demands pertaining to the restaurant and commercial areas are to be in accordance with the MECP's Guidelines for the Design of Water Distribution Systems.

Transportation:

- Proposed traffic impact study is acceptable. There are recommendations provide to improve future traffic condition, please note that City will continue to monitor those intersection and take it in advisement.
- A side-by-side driveways for residential and commercial parking creates multiple conflict points and is not safe. It recommended to consolidate both parking spaces with single driveway. Later separate it through security gates internal to the parking level.
- As per Site Plan Control By-law, Section 6.8.1., an internal lay-by is required for the paratransit. It needs to be hard surfaced loading pad for use by paratransit and other service vehicles with minimum dimensions of 3.5 metres wide by 12.0 metres, and attached to the building entrance.
- Additionally, a loading zone is required separate from paratransit for the people moving in/out and transporting furniture etc. Given the size of the building, it is recommended to have it accessible with service elevators.
- The internal road network of White Oak Mall in the vicinity of building is noticeably busy given the Walmart and other commercial. Therefore it is recommended to include loading and layby internal to the building and create less impact as possible on internal roads.

Matters for to be Considered Through Site Plan
Sewer Engineering:

- SED is requesting in future that the connections be limited to one PDC connection to the trunk sewer on Jalna namely for Area 116 and 117

- Provide clarification on what is intent for Area 115 as it is suggested to be Restaurant & Patio/Commercial pad but is given HD residential development based on the 671ppl for the 1.54ha.
- There appears to be minor omission to the proposed sanitary drainage submitted dated 2024-01-11, namely the mall (Area 105) should be allocated 100ppl/ha consistent with City Standards
- PDC(s) are totally on the responsibility of the owner for the cost; the applicant is to coordinate the PDC location and depth as well as the cost associated with the major project team.

Stormwater Engineering:

- As per the as-constructed (7802), it is presumed that the existing site is tributary to the 2250mm storm sewer proximate to the White Oaks Mall Entry. The consultant is to investigate the existing servicing layout of the property and provide a SWM functional report indicating how the proposed development is expected to be serviced.
- A land use of medium or high residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 2, therefore the following design criteria should be implemented:
    - The downstream SWM facility does not address all required SWM criteria (ie. subwatershed quality targets). The relevant on-site controls will be required for the lands to be developed, as per the applicable Subwatershed Study (Dingman Creek, 80% TSS removal). The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.
- The subject site is located in the Dingman Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under existing conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided on-site storage facilities. The consultant is encouraged to make use of rooftop storage.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- The Site Plan Control By-law C.P.–1455-541 dictates "One "planter" (island) should be provided for every 50 parking spaces". In accordance with London Plan 282, it is recommended that these planters be used as small scale LID

units to capture and treat a portion of the parking lot runoff through filtration and infiltration.

- Development applications within a site plan process are encouraged to capture the first 25mm of any rain event on site within a stormwater management system to satisfy water quality and water balance criteria. Implementation of infiltration or filtration measures that meets or exceeds the 25mm event volumes would be accepted to meet Total Suspended Solids (TSS) reduction target.

Water Engineering:

- Water is available for the subject site via the municipal 300mm watermain on Bradley Road.
- The watermain on Bradely road is connecting to the City's low-level system, which has a hydraulic grade line of 301.8m
- A water servicing brief addressing domestic demands, fire flow and water quality will be required.
- Water looping maybe required depending on the number of units and the height of the buildings

Transportation:

- The Wellington Road frontage is subject to a 1.0 metre widening to achieve the required 25.0m from centreline.
- The Jalna Street frontage is subject to a 0.832 metre widening to achieve the required 11.75m from centreline.
- A 6m x 6m daylight triangle will need to be reconstituted at the intersection of Wellington and Bradley.
- Detailed comments regarding access design and location will be made through the site plan process.

From: Joy Pickering
Sent: Monday, April 15, 2024 3:54 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Re 1067-1071 Wellington Road.File 0-9263/Z-9264 What's the situation this on is now at?

We complained about the density situation at this Location.It already has too many problems I live at [REDACTED].the problem: People mostly from [REDACTED] Condos DRIVE throught Our Property all day& Night dumping garbage UseAsAShort CutTo Avoid 2 Lights At ☆Bradley & Jalna & Montgomery.Many people going through Red Light common Almost got run over crossing when I had green light to cross. Those 2 lights Have become a dangerous place to cross Now I drive over.In the WINTER THE SNOW TOO HIGH TO WALK OR CROSS To STEP UP ON SIDE WALK.Minimun Requirements causing lots of Problems.Many have died in accidents there.The Crime is High.We have 1 gangAt least.A group of you idle boys.always in the Mall.The Jewelley store beside Walmart was held up ar 4.00pm. one afternoon.Tires slashed in that Parking Lot People slashed my 2 tires in the Parking Lot at [REDACTED] Jalna Blvd.Our Condo.Corp Middlesex 91 & the car beside mine as well.Many crashes in our the parking lot in the Winter strangers Speeding through, crash into cars totalling them. I CAN remembering at least 2 incidents.My car (was Left open).was ramsacked papers scattered & my neighbours truck broken into Windows smashed to get in on Record.Not a fantasy There are lots of crimes at the corner of Montgomery & Bradley Already..TheLandscapers said tools were stolen so he parks at Jalna side instead almost blocking me in. The CRIME IS HIGH here already.We DON'T NEED MORE CRIMINALS HERE some Will be among the 1272 residential Units at 1067 to 1071.Stuffed into a small space there
Funny they didn't buy the Abondoned Keg Restaurant there to have moreGreen space. NOW we hear 1105 Wellington Road FILE.OZ-9725 WhuteOaksShopping Centre Inc proposal:2 High Rise 39 & 32 stories.this is Insanity.568 residents Units With Special Provisions increase Density, reduced front yard depth,☆reduces interior side yard depth sounds like Less green space to increse Lot coverage.increase densityA sneeky way of saying in oder to get higher building.What is ☆Carbon Foot Print more parking more people more cars.more idelling in the winter to keep warm.OneStays in car while other shop.Is Very Common. &COOLin Summer.MORE Ambulances&Fire Engines ideling 1/2 hr I times out my Window.I have resportory problems from people smoking our side every when because stressed out in a World dedicated to the BigBox.Elites ,But Not considering the less fortunate,Have no say Is the Feeling, so they tell me it's useless You have already DECIDED
so I am Expressing the Feelings of many Neighbours in AREA I have lived here 30 in this Condo years & 56 years In WhiteOaks Area The Noise the garbage the Pollution TheLawlessness.No Enforcement of laws Trasspassing difficult.no enough doctors policemen to deal with the current problems Already Obvious. I have called about a car left idelling a car alarm going off intermittently all Night.Lots of People full if Anger Hate us the Atmosphere.Easily angered If you Look at them, call wrong pronoun.Put in Jail for all life is say somethings Bot shore What??Really.start with Criminals in the lose. Stealing cars. B&E hone invasions. Fraud Scans all increasin in this Area.(is better to Reconsider & AVOID.what the city can't cope with.NEED NO MORE in this AREA Already too DENSE.Not enough Infrastructure side walks uneven when walking, slippery in winter, water (Runing Red Lights) acculating dirt steal8ng materisls while Building Are you Ready.in A New WORLD of LAWLESNESS Wickedness.I DON'T THINK So. this is Avoidable ☆While under Construction •☆TheNoise QUALITY OF Life for 1000s here HOW LONG?? DustTrucks Machinery in & out.Or how for many years.mistakes High buildings under Construction.Will fall on already Existing Buildings happen Already. Happened too often. Human Errors too prevalent Taking a BIG risk of Unnecessary problems.Stuffing More here. When Government Can Look At Costco empty old Building Psyciatric Hosipal Empty, costing Taxes Paying $1 Million/ year for Building up the Road on Wellington. Empty for 10+ years Road S not That FAR away from the MALL.Rather than in An ALREADY Too Dense area. Our Property

Is a FREE for All.Treates like They Live Here.Not thought through Not ENOUGH WRONG prsprective Only catering to the Rich developers Their desires.Here is the Our side.WE LIVE HERE. WE SUFEER the Noise traffic.pollution Already Non stop.People who don't sleep are Angry Good place to plan Attacks Of terror Creating A Perfect density as seen In many terrorist Attacks.had lots if time to Conclude from what has Already happened.at a lower densityScale.THIS IS TROUBLE WAITING To HAPPING.With NO HELP FROM CITY,OVER THE YEARS.Their solution, if any Is.We do the Minimum requirements NOT enough to solve Any Problems.SNOW removal when We get a SNOW that will surprise All Qs NO one can PlanFor THE future ByAssuming

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From: pmclachlan
Sent: Thursday, May 9, 2024 7:42 AM
To: Maton, Catherine <cmaton@london.ca>; Peloza, Elizabeth <epeloza@london.ca>
Subject: [EXTERNAL] Planned amendments to White Oaks Mall

Good morning. I have been considering contacting you on this amendment for sometime now and after hearing of another vehicle accident at Bradley and Ernest I felt compelled to contact you.
First of all let me say that I am not opposed to apartment buildings being put up. I am aware that there is going to be a group of buildings on the northwest side of Wellington and Bradley. I do not remember the size and scope as to how many units or the overall number of floors.
As you drive down Bradley or even Wellington, it is hard not to notice the traffic congestion. Bradley Ave is too narrow to handle what traffic is on it now. Wellington rd will be limited in traffic flow once the south loop of the bus system is complete.
With this being said, that is just the tip of the iceberg on the strain the infrastructure. The other fear that comes to mind is fire, police and ambulance service.
Fire: with the builders wanting to increase stories it means new trucks must be available to service these heights. How many areas of the city are presently being petitioned to change height restrictions and once that happens how many more will be tabled. Also the number of false fire alarms that occur from the buildings at the southwest corner of jalna and Bradley is already ridiculously high.

I do agree that we need more affordable housing and hopefully this will help with both housing in numbers and affordability. The added height and density numbers that this developer wants is not necessary. The infrastructure costs will increase significantly and I ampretty sure that the time to make significant changes to the infrastructure will be years.

Please do not think about changing the existing Zoning guidelines. The developers should have to work within these guidelines. I am sure it is possible.
Thank you for your time
Sincerely Pat McLachlan

From: Des Toner
Sent: Thursday, May 9, 2024 9:05 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] White Oaks Mall

Hello

I have questions, as do many many people, about how this proposal is meant to work? White Oaks mall is a BUSY mall, at the best of times there is very little parking available, and they've already taken one of the covered parking areas away making there even less space...and you think a 32 story building will fit there?! In whose imagination? Where exactly are the occupants of these large building going to park? Who exacly are going to be able to afford to live there? We can hardly afford the cost of living now!

Do you live in this neighbourhood? I do. Please, I'd really like to understand how this proposal is meant to help our neighbourhood.

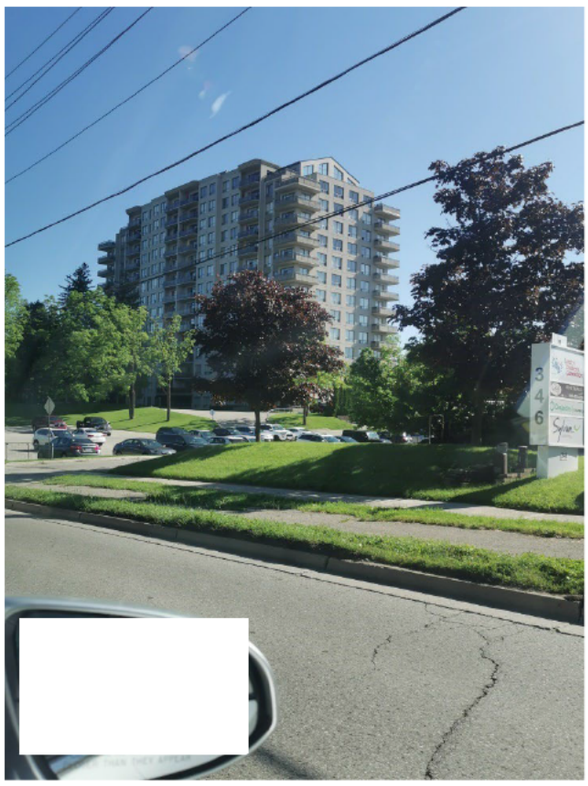
Desiree

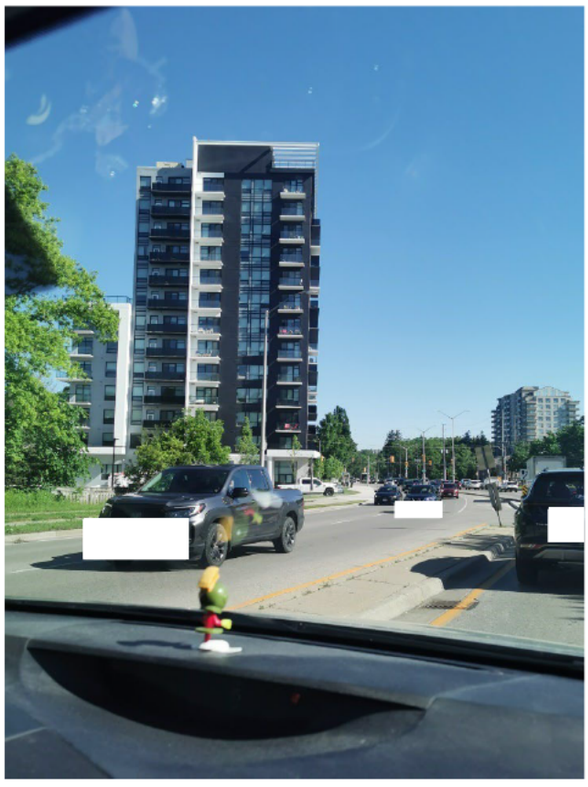
From: Laurie
Sent: Wednesday, May 29, 2024 10:36 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] White oaks mall

How will parking be accommodated at the mall as a result of this project?
Laurie Goddard

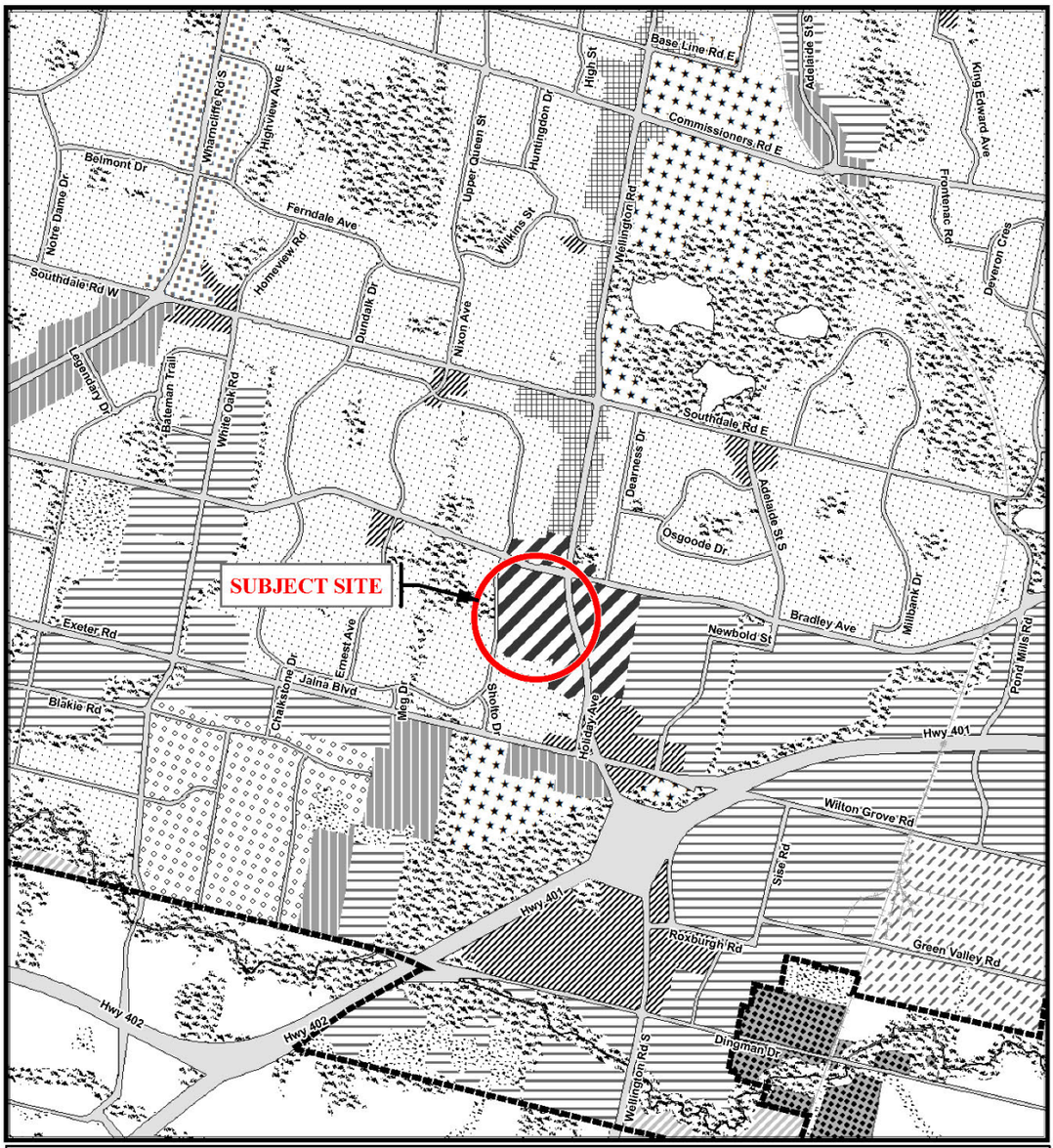
From: Tessa Toner
Sent: Thursday, May 30, 2024 2:57 PM
To: Planning and Development <PlanDev@london.ca>
Subject: [EXTERNAL] White Oaks mall File #Oz-9725
Hello

I am writing in connection with the proposal to build 2-32 story high apartment buildings in White Oaks mall. Do you live in this area. Do you have any idea on how busy this mall gets and the amount of traffic we have to put up with. The only reason that the parking area is not used is because the mall closed it off renovations and never re-opened it.
What's wrong with 10 or 15 stories. It still make it very inconvenient but it's way better than 32 stories.
I am sending a couple of pictures of apartment buildings, which looks a lot nicer if you plan on building here. Our city is not Toronto or New York. We are supposed to be the Forest City not the concrete city.
I know that you are saying we need housing but NOT 32 STORY High Buildings. The fire engines can't even reach that high. Also how can people afford the cost of that highrise.
Thank you
Tessa Toner
Sent from my Huawei phone





Appendix F – 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 -

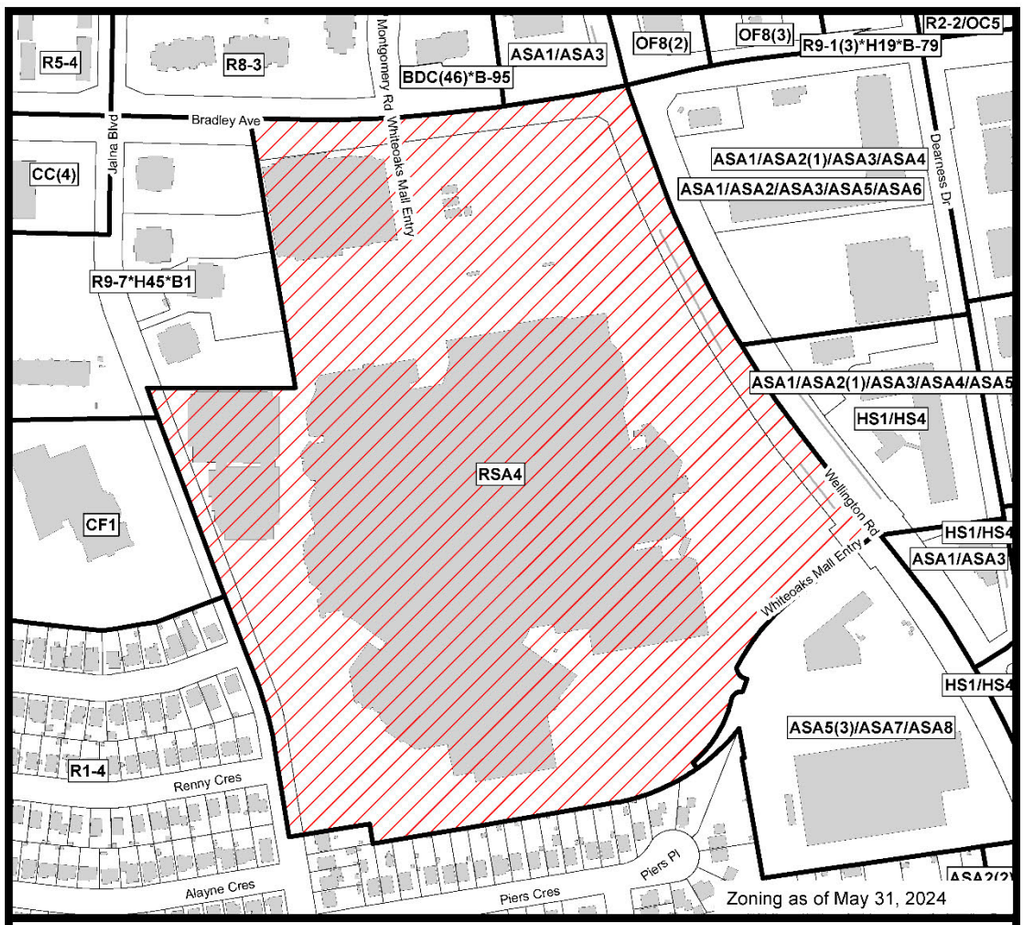
PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	OZ-9725
Planner:	CM
Technician	RC
Date:	2024/06/26

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\OZ-9725-EXCERPT_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: RSA4

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO:
Z-9725 CM

MAP PREPARED:
2024/06/26 RC

1:4,000
0 20 40 80 120 160
Meters

WESTDELL DEVELOPMENT CORP

ICSC MEMBER

July 11, 2024

By email:

Chair Steve Lehman; Members of City of London Planning and Environment Committee
City of London
300 Dufferin Avenue
PO Box 5035
London, ON N6A 4L9

Re: Official Plan Amendment/Zoning By-law Amendment Applications (OZ-9127)
1105 Welllington Road, London (White Oaks Mall)
White Oaks Shopping Centre Inc., c/o Westdell Development Corporation

Dear Chair Lehman and Committee Members:

On behalf of the registered owner of 1105 Wellington Road, White Oaks Shopping Centre Inc., we have had the opportunity to review the Planning and Economic Development report ('Planning Staff report') relating to the above-referenced planning applications, as prepared for the Committee's July 16th meeting. In this report, City staff state general support for our proposed high-rise development with the primary exceptions of the requested maximum building height (32 storeys) and maximum residential density (750 units per hectare). As an alternative, City staff are recommending a maximum tower height of 27 storeys and a maximum density of 595 units/ha, with a number of site-specific zoning regulations relating to building design.

We respectfully disagree with the height and density permissions recommended in the Planning Staff report, as these modifications substantially reduce the number of units supplied by this project and detract from its overall viability. In response, for the Committee's consideration, we offer the following comments regarding the objectives, design direction and merits of our proposal.

Project Objectives

The high-rise design advanced through our planning applications was developed in consultation with our project team, and is intended to achieve the following core project objectives:

- Integrate high density residential units into an existing shopping centre to function cohesively within mall operations and support the intensification and vibrancy of the Wellington Road/Bradley Avenue development node ('Wellington/Bradley node').
- Promote a compact, efficient development to help broaden housing choice and housing supply within the White Oaks community.
- Design high-rise forms that will create a prominent visual presence and will be compatible with the surrounding development context.

Critical to our design approach is to promote an efficient, intensive design that would accommodate a range of apartment units to broaden housing choice and housing supply in White Oaks community, respond to market demand and support the City's BRT investment. The tower design advanced in response to these core objectives incorporates two residential towers containing 568 units and providing several apartment configurations to promote housing choice and respond to local market demand. Tower 1 (32 storeys) would be positioned adjacent to Bradley Avenue and Tower 2 (30 storeys) would be positioned to the southwest, with both towers located above a multi-level podium.

The Planning Staff report includes the conceptual site plan, architectural renderings and preliminary building elevations designed by Zedd Architecture, which collectively illustrate the proposed high-rise arrangement including the height transitions and podium features.

Project Merits

Through our project planning, several key merits were recognized with the proposed tower design and overall intensity, including the following:

- The project site is located within the Transit Village place type, which permits a broad range of land uses including intensive residential uses. The site is well suited for the proposed high-rise forms, given its physical characteristics, its location within a prominent development node, and its proximity to the arterial road network, public transit, active transportation routes, offices, schools, parks and residential neighbourhoods.
- The massing, orientation, and articulation of the contemporary high-rise towers are designed: to be compatible with surrounding land uses; to complement the local development context; and to promote compact, efficient development. The addition of 568 apartment units would broaden housing choice and housing supply within the White Oaks community.
- The slender point tower design is intended to limit shadow impacts and to minimize obstruction of views proximate to the site. Additionally, the podium elements of the building integrate elements to help enhance the pedestrian environment along the Bradley Avenue corridor.

Planning Staff Recommendation

In effect, the Official Plan and Zoning By-law Amendment recommendations set out in the Planning Staff report changes would:

1. Reduce the height of both Towers to a maximum of 27 storeys; decreasing the scale of development by eight (8) residential storeys between Towers 1 and 2.
2. Decrease the maximum density to 595 unit/ha; equating to a total yield of approximately 493 units. This represents a reduction of 75 apartment units relative to our design which proposes 685 units/ha.
3. Introduce additional zoning regulations that may constrain the design layout and thereby further reduce the overall intensity of the project.

From our perspective, the recommended Amendments do not support the core objectives of our tower design and may jeopardize the advancement of this project. In particular, the massing, orientation and articulation of the proposed high-rise towers was designed to be both compatible and complementary to surrounding development, and importantly, to promote compact, efficient development and to support

intensification within a designated Transit Village. The requested building height allows the proposed unit yield (568 units) to be contained within efficient tower forms while also accommodating amenity areas, apartment units and structured parking in pedestrian-oriented podiums. **In our opinion, reducing the building height and residential density would detract from the overall merits of our proposal.** Additionally, we do not agree with the City staff report that the revised zoning regulations would result in a project design that is more compatible with the local development context.

Our project team held an open house for this project on February 5, 2024 attended by approximately 50 members of the local community. Based on our discussions with attendees, the proposal was positively received by most in attendance. Notably, several members of the public identified that this project would help address the clear need for apartment units in the community. Attendees also noted that this location was appropriate given the availability of community amenities that support this residential use and that additional residents in the area would help support commercial uses in the mall.

Finally, we acknowledge concerns noted in the Planning Staff report relating to proposed building positioning, height transitions, pedestrian access and related considerations (e.g., landscaped buffering). We intend to explore these matters in more detail with City staff as our design is further refined and advanced through the Site Plan Approval process. We are confident that the project, as ultimately designed and constructed, will effectively integrate into both the White Oaks Mall site and the local community.

Requested Official Plan and Zoning By-law Amendments

In light of these considerations, **we wish to request that the Planning and Environment Committee support our applications and endorse a recommendation for approval to City Council permitting building heights of up to 32 storeys (115 m) and a residential density of up to 750 units/ha.** We have enclosed a draft recommendation to implement these planning applications, and we have included redlined draft Amendments for ease of reference. The redlined modifications to the Zoning By-law Amendment would implement our proposed tower layout.

Respectfully submitted,

P Kitson

Paul Kitson
Vice President, Planning and Development
Westdell Development Corporation

cc: C. Maton, pec@london.ca; City of London

Encl.

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of White Oaks Shopping Centre Inc.

(a) the proposed by-law attached hereto as Appendix "A" BE INTRODUCED at the Municipal Council meeting on July 23, 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 July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property FROM Regional Shopping Area (RSA4) Zone TO a Regional Shopping Area/Holding Residential R9 Special Provision (RSA4/h-248*R9-7(_)*H**115**~~96~~*D**750**~~595~~) Zone;

(c) The Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:

i) Provide an adequately sized rooftop outdoor amenity space ~~and centrally located outdoor amenity space, either at-grade or rooftop, or a combination of both~~;
ii) Details regarding garbage storage and collection be determined;
iii) Details regarding the inclusion of a paratransit layby be determined.

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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, 2016 relating to 1105 Wellington Road

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.

2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

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

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a maximum building height of **32** ~~27~~ storeys, subject to the criteria for Specific Area Policies in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1105 Wellington Road in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for apartment buildings with a maximum height of **32** ~~27~~ storeys on the subject lands. The recommended amendment is consistent with the *PPS 2020*, which supports densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed. The recommended amendment conforms to *The London Plan*, including, but not limited to the evaluation criteria for Specific Policy Areas, the evaluation criteria for planning and development applications, and the Transit Village Place Type. The recommended amendment facilitates intensification of underutilized land with residential development at an appropriate scale and intensity within the Built Area Boundary and Primary Transit Area.

D. THE AMENDMENT

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

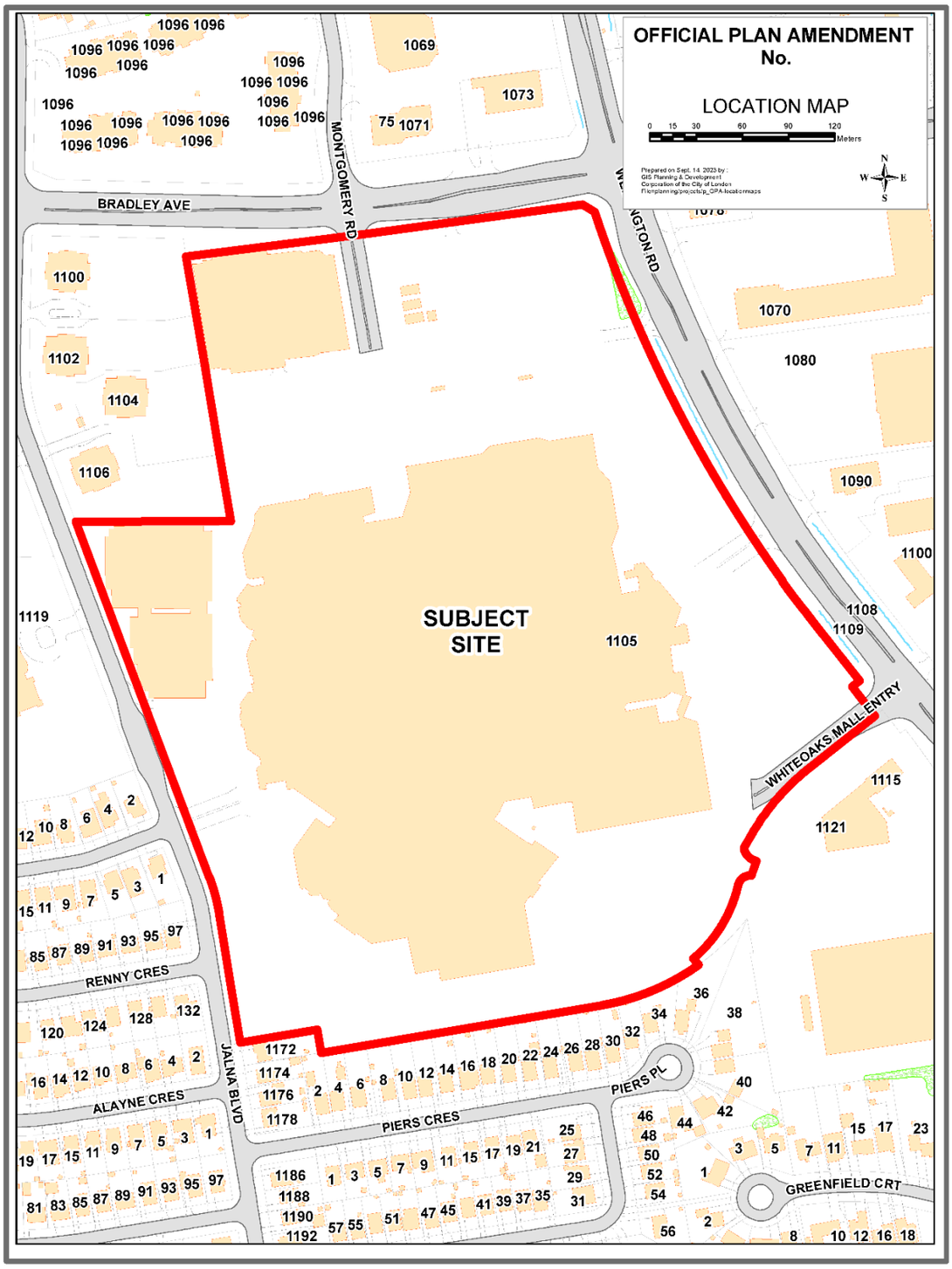
1. Specific Policies for the Transit Village Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

   (__) 1105 Wellington Road

   In the Transit Village Place Type at 1105 Wellington Road, one residential apartment building up to **32** ~~27~~ storeys in height may be permitted in addition to the existing permissions of the Transit Village Place Type.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1105 Wellington Road in the City of London, as indicated on “Schedule 1” attached hereto.

"Schedule 1"


OFFICIAL PLAN AMENDMENT
No.
LOCATION MAP
0 15 30 60 90 120
Meters
Prepared on Sept. 14, 2023 by :
GIS Planning & Development
Corporation of the City of London
Filenplanning/projects/p_OPA-locationmaps
N
W
E
S
SUBJECT
SITE
1105
BRADLEY AVE
MONTGOMERY RD
WHITEOAKS MALL ENTRY
RENNY CRES
ALAYNE CRES
JALNA BLVD
PIERS CRES
PIERS PL
GREENFIELD CRT
1069
1073
75
1071
1100
1102
1104
1106
1070
1080
1090
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1108
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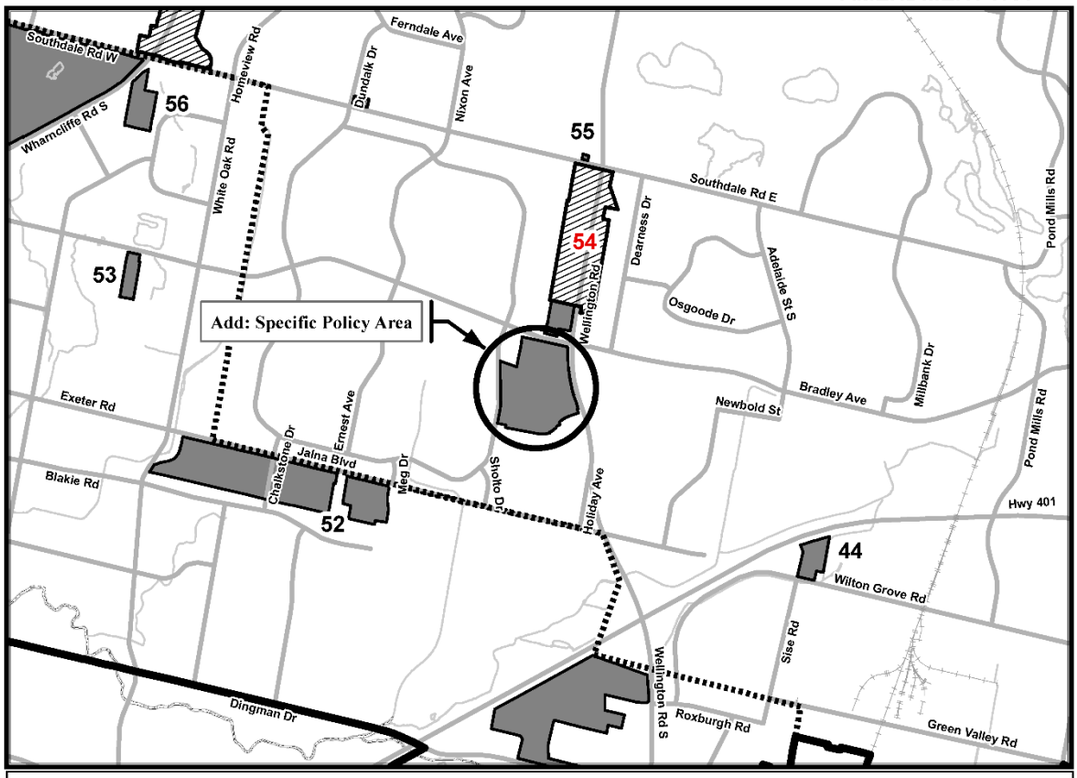
1192

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 1
TO

OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500

Meters

FILE NUMBER:	OZ-9725
PLANNER:	CM
TECHNICIAN:	RC
DATE:	6/26/2024

Document Path: E:\Planning\Projects\p_officialplan\workconsol00\amendments_LondonPlan\OZ-9725\Projects\AMENDMENT_Map7_SpecialPolicyAreas_b&w_8x11.mxd

Revised by Applicant

Appendix B– Zoning By-law 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 1105 Wellington 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 1105 Wellington Road, as shown on the attached map **FROM** Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Holding Residential R10 Special Provision (RSA4/h-248*R9-7(_)*H**110**~~96~~*D**750**~~595~~) Zone.

2. Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

   R9-7(_) 1105 Wellington Road

   a. Additional Permitted Uses

      i. Notwithstanding the locational criteria for permitted uses in the RSA4 Zone, all uses of the RSA4 Zone shall be permitted on the ground floor of an apartment building

   b. Regulations

      i. Front Yard Depth (Minimum) – 1.5 metres
      ii. Easterly Interior Side Yard Depth (Minimum) – 1.5 metres
      iii. Westerly Interior Side Yard Depth (Minimum) – **1.5** ~~4.5~~ metres
      iv. Rear Yard Depth (Minimum) – 7.5 metres
      v. Balcony Projections in All Yards (Maximum) – 0.0 metres to the lot line
      vi. Lot Coverage (Maximum) – 80%
      vii. Tower Floorplate (Maximum) 1,000.0 square metres
      viii. Stepback Above the 6th Storey **podium element** along Bradley Avenue (Minimum) – 3.0 metres
      ix. Stepback Above the 8th Storey **podium element** along Bradley Avenue (Minimum) – 7.0 metres for Tower 1 and 29.0 metres for Tower 2
      x. Tower Separation (Minimum) – 16.9 metres
      xi. Ground Floor Height (Minimum) – 4.0 metres
      xii. Building Height (Maximum) – **32** ~~27~~ storeys or **115** ~~96~~ metres, whichever is greater
      xiii. Density (Maximum) – **750** ~~595~~ units per hectare
      xiv. The principal building entrance for **Tower 1** shall be oriented to Bradley Avenue
      xv. Structured parking shall not be permitted within **6.0** ~~8.0~~ metres of the building façade facing Bradley Avenue

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.

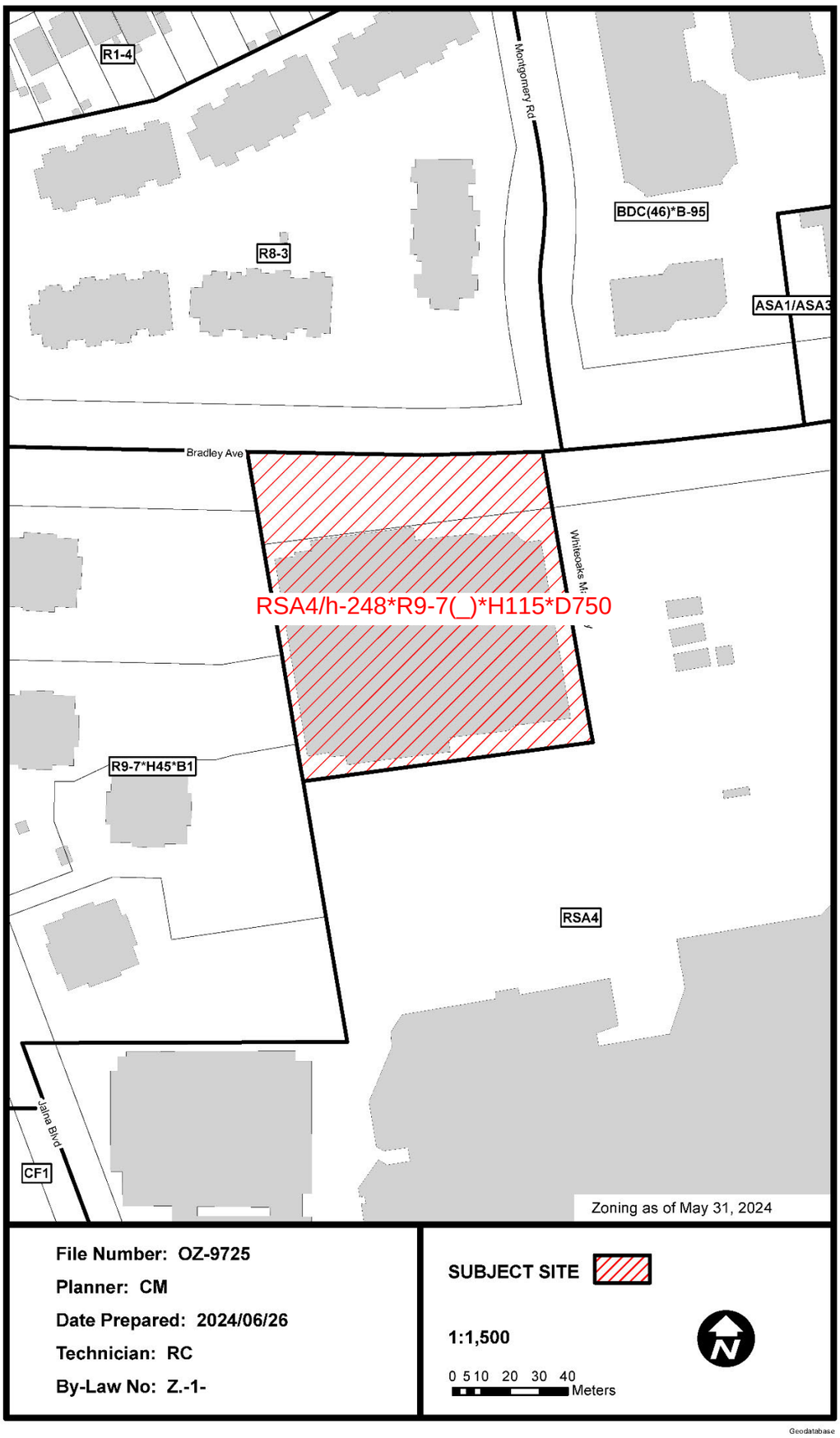
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



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: **2419361 Ontario Inc. (c/o Zelinka Priamo Ltd.)**
934 Oxford Street West
File Number: Z-9733, Ward 8
Date: **Public Participation Meeting on: July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2419361 Ontario Inc. relating to the property located at 934 Oxford Street West, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-10) Zone **TO** a Holding Residential R8 Special Provision (h-89*R8-4(_)) Zone;

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 Key Directions, City Design and Building policies, and the Neighbourhood Place Type policies.
iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request
The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Special provisions requested include a reduced lot frontage, increased density and reduced interior side yard setbacks to the east and west.

Staff are recommending approval with a holding provision that will ensure stormwater management measures are incorporated at the building permit stage.

Purpose and the Effect of Recommended Action
Staff are recommending approval of the requested Zoning By-law amendment with special provisions and h-89 holding provision. The recommended action will facilitate the development of the proposed 3-storey, **8-unit** apartment building.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – 934 Oxford Street West – Z-9678 – January 30, 2024.

1.2 Planning History

In November 2023, the applicant submitted a Zoning By-law Amendment application to permit a 3.5 storey, 8-unit residential development. Based on discussions with City Staff, revisions to the development plan were made. Due to the timelines imposed by the Province which require a Council decision 90-days from the date an application is submitted, City Staff had insufficient time to recirculate the revised proposal. At the Municipal Council meeting on February 13, 2024, the application was refused, and Civic Administration was directed to transfer the planning application fee for this Zoning By-law amendment to a subsequent application on the same property. Council noted that the applicant submitted a revised concept plan on January 16, 2024, with the intention of working through issues with Staff. However, the statutory timelines under the *Planning Act* required a decision at the February 13, 2024 Council meeting to avoid issuing a refund.

1.3 Property Description and Location

The subject site, 934 Oxford Street West, is located on the south side of Oxford Street West between Freele Street and Juniper Street, in the Oakridge Planning District. The subject lands have a frontage of 22.8 metres along Oxford Street West, a depth of 45.7 metres and a total area of 1044m^2. The subject lands currently contain a single detached dwelling with an attached basement garage, with one access from Oxford Street West. The lands contain a slope moving downward from west to east. Oxford Street West is an Urban Thoroughfare with an average annual traffic volume of 26,000 vehicles per day. Oxford Street West has sidewalks with adjacent bicycle paths on both sides of the street.

The lot is part of an established lot fabric consisting of similar sized lots currently used for low-density residential uses fronting Oxford Street West. The surrounding area consists primarily of low-density residential uses, and also contains institutional uses such as a place of worship, schools and associated parks.

Site Statistics:

- Current Land Use: Single detached dwelling
- Frontage: 22.8 metres (74.8 feet)
- Depth: 46 metres (150.9 feet)
- Area: 1044 square metres (0.26 acres)
- Shape: regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Single detached dwellings
- East: Single detached dwellings
- South: Single detached dwellings
- West: Single detached dwellings, Oakridge Presbyterian Church

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting an Urban Thoroughfare (Oxford Street West)
- Existing Zoning: Residential R1 (R1-10)

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

Figure 1- Aerial Photo of 934 Oxford Street West and surrounding lands

Figure 2 - Streetview of 934 Oxford Street West (view looking south)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing a 3-storey residential apartment development consisting of eight (8) residential units and six (6) surface parking spaces located to the rear of the building. The proposed apartment building is to be set back 7.0 metres from the front lot line, and 2.4 metres from the easterly and westerly lot line. The proposed front yard setback of 7.0m is to accommodate the required road-widening and will generally maintain the established building line. The building will have a footprint of approximately 360m^2, with each unit approximately 74m^2 in size.

Vehicular access is proposed by a centrally located porte-cochere, a drive-thru style driveway from Oxford Street West. The driveway leads to a parking area in the rear yard, with 5 standard parking spaces and 1 barrier-free parking space. Pedestrian connections are provided with a sidewalk that will connect with the existing sidewalk along Oxford Street West. A common, outdoor amenity area is provided to the rear of the proposed building, between the proposed development and parking area.

To facilitate the proposed development, the existing single detached dwelling will be demolished.

The proposed development includes the following features:

- Land use: Residential
- Form: Low-rise apartment building
- Height: 3 storeys (approximately 10 metres)
- Residential units: 8
- Density: 77 units / hectare
- Building coverage: 22%
- Parking spaces: 6 surface spaces
- Landscape open space: 41.6%
- Functional amenity space: outdoor common amenity space

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

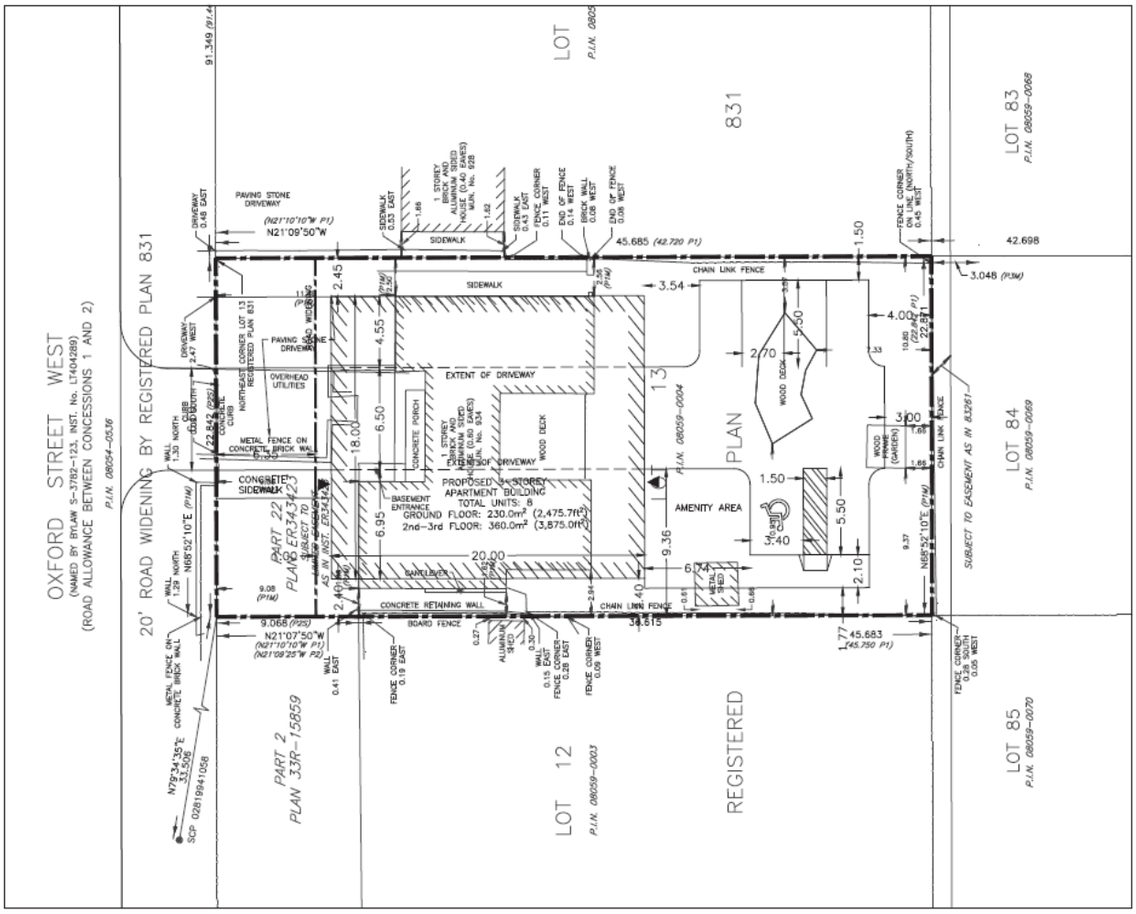


Figure 3 - Conceptual Site Plan 934 Oxford Street West (received April 2024)

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-10) to a Residential R8 Special Provision (R8-4(_)).

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

Regulation (R8-4)	Required	Proposed	Recommended
Lot frontage (minimum)	30.0	22.8	22.8
Interior Side Yard Setback (minimum)	4.5	West: 2.4 East: 2.4	West: 2.4 East: 2.4
Density (units per hectare) maximum	75	80	80

The following table summarizes the special provisions that are being recommended by staff:

Regulation (R8-4)	Required	Proposed	Recommended
Interior Side Yard Setback (minimum)	4.5	West: 2.4 East: 2.4	• 2.4m with no windows to bedrooms • 6.0m with windows to bedrooms
Rear Yard Setback (minimum)	4.5	15.6	15
Rear yard parking setback (minimum)	3.0	3.0	3.0

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Recommendation for h-89 holding provision to ensure SWM measures are incorporated at the building permit stage.
- Interior side yard setbacks
- Building orientation
- Parking area landscape buffer

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

2.4 Public Engagement

On May 16, 2024, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 23, 2024. A “Planning Application” sign was also placed on the site.

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

Concerns expressed by the public relate to:

- Implications for future development along Oxford Street
- Traffic congestion
- Aesthetics
- Privacy

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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 a low-rise apartment building within the urban growth boundary.

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated 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. As provided in Table 10, a broad range of low-rise residential uses including low-rise apartments are permitted on the subject lands fronting an Urban Thoroughfare (TLP, Table 10). The proposed residential use 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 does conform 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 fronting an Urban Thoroughfare (TLP, Policy 935_). As the proposed development has a maximum height of 3-storeys, the proposed intensity is in keeping with, and supported by the Neighbourhoods Place Type policies.

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).

The built form consists of a 3-storey (13 metre) apartment building, oriented towards Oxford Street West to reinforce the existing street wall of the adjacent single-detached lots (TLP, Policy 256_). The proposed built form of the low-rise apartment building provides a human-scale massing that has consideration for the surrounding low-density residential land uses and is appropriate in scale with the neighbourhood character (TLP, Policy 953_2). The applicant will implement privacy measures such as landscaping and fencing, to minimize visual impacts on the abutting properties. Further, the slope of the subject lands will assist in minimizing the impact of the development's height, considering the grading of the subject lands is lower than the abutting property to the west. Access to the subject lands will be provided via a centrally located drive-thru style driveway from Oxford Street West, leading to the parking area in the rear. The parking, therefore, will be visually screened from the street, encouraging a pedestrian oriented streetscape (TLP, Policy 936_4). As such, the proposed form and design of the 3-storey low-rise apartment building fronting an Urban Thoroughfare meets the intent of The London Plan.

4.4 Zoning Provisions

The 'R8-4' Zone is intended to permit medium density development in the form of low-rise apartment buildings. The applicant has requested the following special provisions as part of the application.

Frontage – The applicant is requesting a special provision to permit a frontage of 22.8 metres, whereas 30.0 metres would be the minimum frontage required for the R8-4 zone variation. The reduced frontage, in conjunction with the minimum lot area regulation is sufficient to accommodate the centrally located access, appropriate setbacks and the development as a whole. Staff is supportive of the reduced frontage.

Density – The applicant has requested a special provision to permit a maximum density of 80 units per hectare, whereas the R8-4 zone variation permits a maximum density of 75 uph. The proposed density is consistent with the residential intensification policies of The London Plan that encourage infill and redevelopment on underused lots (TLP, 939_5 & _6). As the requested increase in density to 80 units per hectare can be considered minor, staff are supportive of the increased density.

Interior side yard setback – The applicant has requested a special provision to permit 2.4 metres minimum interior side yard setbacks to the west and east, whereas a minimum interior side yard setback of 4.5 metres is required. In staff's opinion, a 2.4 metres setback is appropriate where there are no windows or openings facing bedrooms. This proposed special provision for a 2.4 metres interior side yard setback to the east and west is sufficient to accommodate access and maintenance in the side yard and allows for fencing and landscape buffers to mitigate potential privacy concerns with abutting properties. As such, Staff have no concerns with requested special provision to permit 2.4 metre interior side yard setbacks to the easterly and westerly lot

line where there are no windows to bedrooms.

Front Yard Setback – The applicant is proposing a 7.35 metre front yard setback. This setback accommodates the required road-widening dedication along Oxford Street West, and an additional 1.0 metres setback from the ultimate front lot line. Urban Design staff are supportive of the provided front yard setback, noting that it would reinforce the existing street wall of the adjacent single-detached dwellings. As the proposed front yard setback is 7.3 metres, whereas 7.0 metres is the minimum required, no special provision is required for the front yard setback.

Staff Recommended Special Provisions

Interior Side Yard Setback – Staff are recommending an additional special provision for a minimum interior side yard setback of 6.0 metres to the easterly and westerly property line, where windows or openings are facing bedrooms to allow for privacy and not hinder adjacent properties. This recommended special provision conforms to the City Building Policies, providing that the site layout should be designed to minimize and mitigate impacts on adjacent properties (TLP, Policy 253_).

Parking Setback– Staff are recommending a minimum parking setback of 3.0 metres to the southerly (rear) lot line, which is provided by the applicant based on the concept plan. Including this special provision for a minimum parking setback of 3 metres to the rear lot line is appropriate to facilitate the development while ensuring sufficient room for site maintenance, landscaping and functionality between the parking area and the lot line.

Rear Yard Setback – Staff are recommending a minimum rear yard setback of 15 metres to ensure the proposed apartment building does not extend to far into the rear yard. This will help reduce visual impacts in the abutting rear yards and potential overlook concerns. The setback also ensures enough space is maintained to provide for functional parking at amenity space.

4.5 Trees

A Tree Preservation Plan was prepared by Ron Koudys Landscape Architects (RKLA) as part of a complete application to summarize the findings of the tree assessment and make recommendations regarding tree preservation and removal. The inventory captured 29 individual trees, of which 21 trees are proposed for removal and eight (8) trees are proposed to be preserved. Two distinctive trees are growing on site, these are protected by the City's Tree Protection By-law and will require a permit to be removed. Additionally, insufficient protection has been offered to three boundary trees. It is noted that consent will be required from co-owners or neighbours to injure or remove boundary trees. Alternatively, the non-disturbance area of the critical root zones of the trees can be increased. Based on the City's policy and regulatory framework, 4 replacement trees are required. Where there is insufficient space on the same site the intent will be to plant all replacement trees; otherwise, cash-in lieu will be required at the building-permit stage.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a Residential R8 Special Provision (R8-4(_) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with h-89 holding provision and special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a 3-storey, 8-unit, residential low-rise apartment.

Prepared by:	**Isaac de Ceuster,** **Planner, Planning Implementation**
Reviewed by:	**Catherine Maton, 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 Corby, 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 934 Oxford Street West.

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 934 Oxford Street West, as shown on the attached map comprising part of Key Map No. A106, **FROM** a Residential R1-10 Zone **TO** a Holding Residential R8 Special Provision (h-89*R8-4(_)) Zone.

2. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:

   R8-4(_) 934 Oxford Street West

   a. Regulations

i)	Density (maximum)	80 units per hectare
ii)	Lot Frontage (Minimum)	22.8 metres (74.8 feet)
iii)	East Interior Side Yard Depth (minimum)	2.4 metres (7.9 feet) when the building wall contains no windows to bedrooms
iv)	East Interior Side Yard Depth (minimum)	6.0 metres (19.7 feet) when the building wall contains windows to bedrooms.
v)	West Interior Side Yard Depth (minimum)	2.4 metres (7.9 feet) when the building wall contains no windows to bedrooms
vi)	West Interior Side Yard Depth (minimum)	6.0 metres (19.7 feet) when the building wall contains windows to bedrooms.
vii)	Rear Yard Setback (minimum)	15 metres (49.21 feet)
viii)	Parking Setback from Southerly Lot Line (minimum)	3.0 m (9.8 feet)
ix)	No below-grade units and sunken amenity areas shall be permitted fronting Oxford Street West	

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.

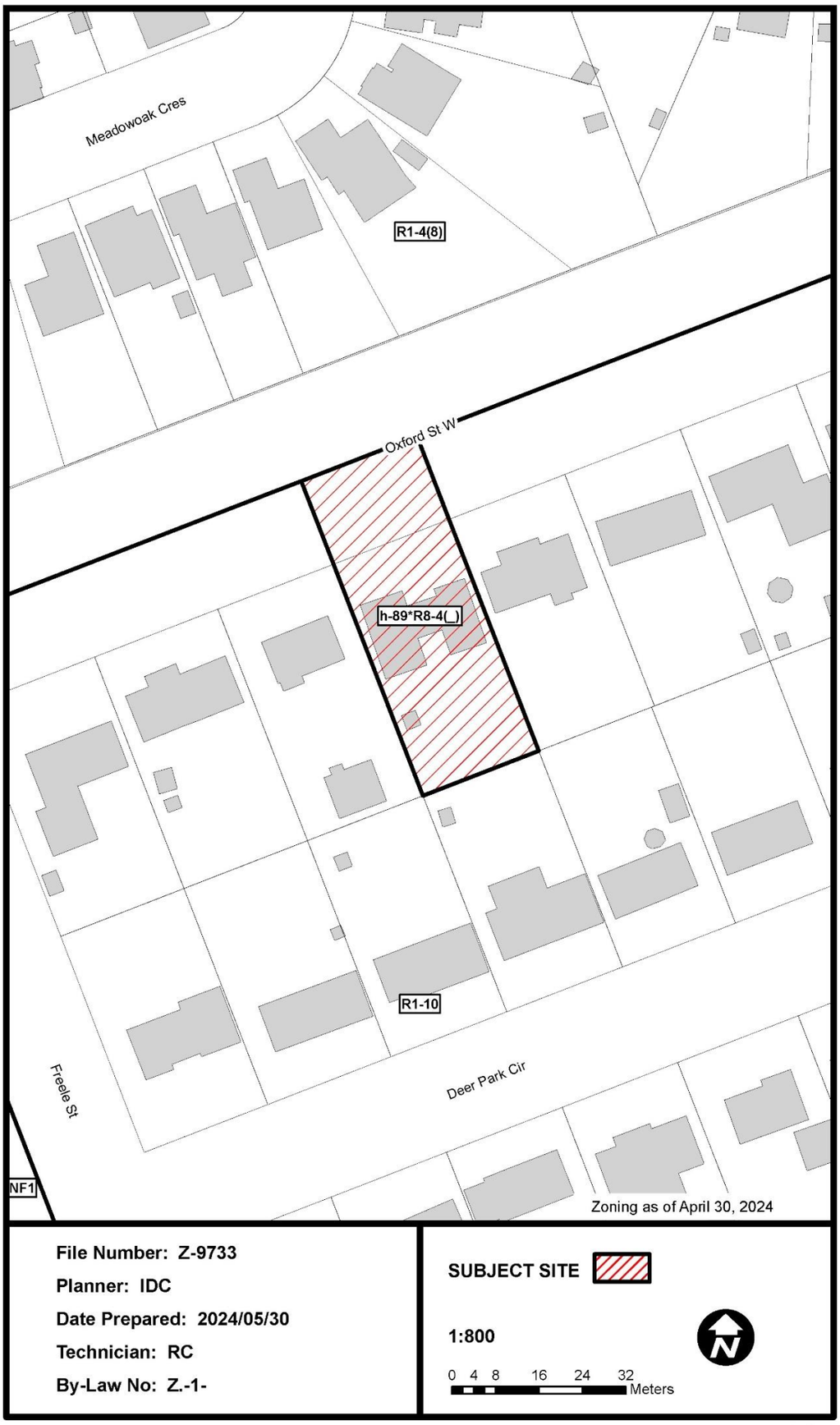
PASSED in Open Council on July 23, 2024.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Single detached dwelling
Frontage	22.8 metres (74.8 feet)
Depth	46 metres (150.9 feet)
Area	1044 square metres (0.26 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Single detached dwellings
East	Single detached dwellings
South	Single detached dwellings
West	Single detached dwellings, Oakridge Presbyterian Church

Proximity to Nearest Amenities

Major Intersection	Oxford Street West and Hyde Park Road, 950m
Dedicated cycling infrastructure	Oxford Street West, 10 metres
London Transit stop	Oxford Street West, 75m
Public open space	Oakridge Optimist Community Park, 450m
Commercial area/use	Oxford Street West and Hyde Park Road, 1km
Community/recreation amenity	Oakridge Optimist Community Park, 450m

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, Urban Thoroughfare
Current Special Policies	None
Current Zoning	Residential R1 (R1-10)

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	None
Requested Zoning	Residential R8 Special Provision (R8-4(_)

Requested Special Provisions

Regulation (R8-4)	Required	Proposed
Lot frontage (minimum) metres	30.0	22.8
Interior Side Yard Setback (minimum)	4.5	West: 2.4 East: 2.4
Density (units per hectare) maximum	75	80

C. Development Proposal Summary

Development Overview

The proposed development consists of a 3-storey residential apartment building containing a total of 8 dwelling units. Surface parking (6 spaces) is proposed to the rear of the building.

Proposal Statistics

Land use	Residential
Form	Low-rise apartment building
Height	3 storeys (13 metres)
Residential units	8
Density	80 units / hectare
Building coverage	22%
Landscape open space	42%
New use being added to the local community	No

Mobility

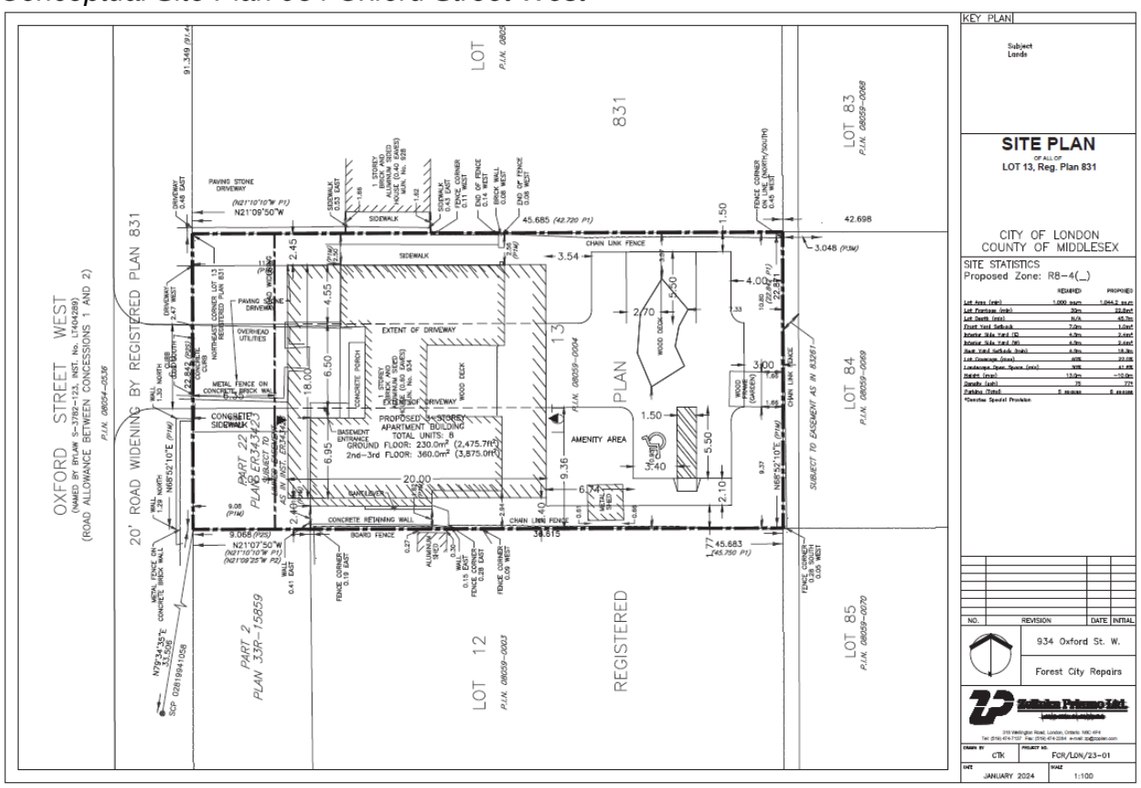
Parking spaces	6 surface spaces
Vehicle parking ratio	0.75
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Unknown
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

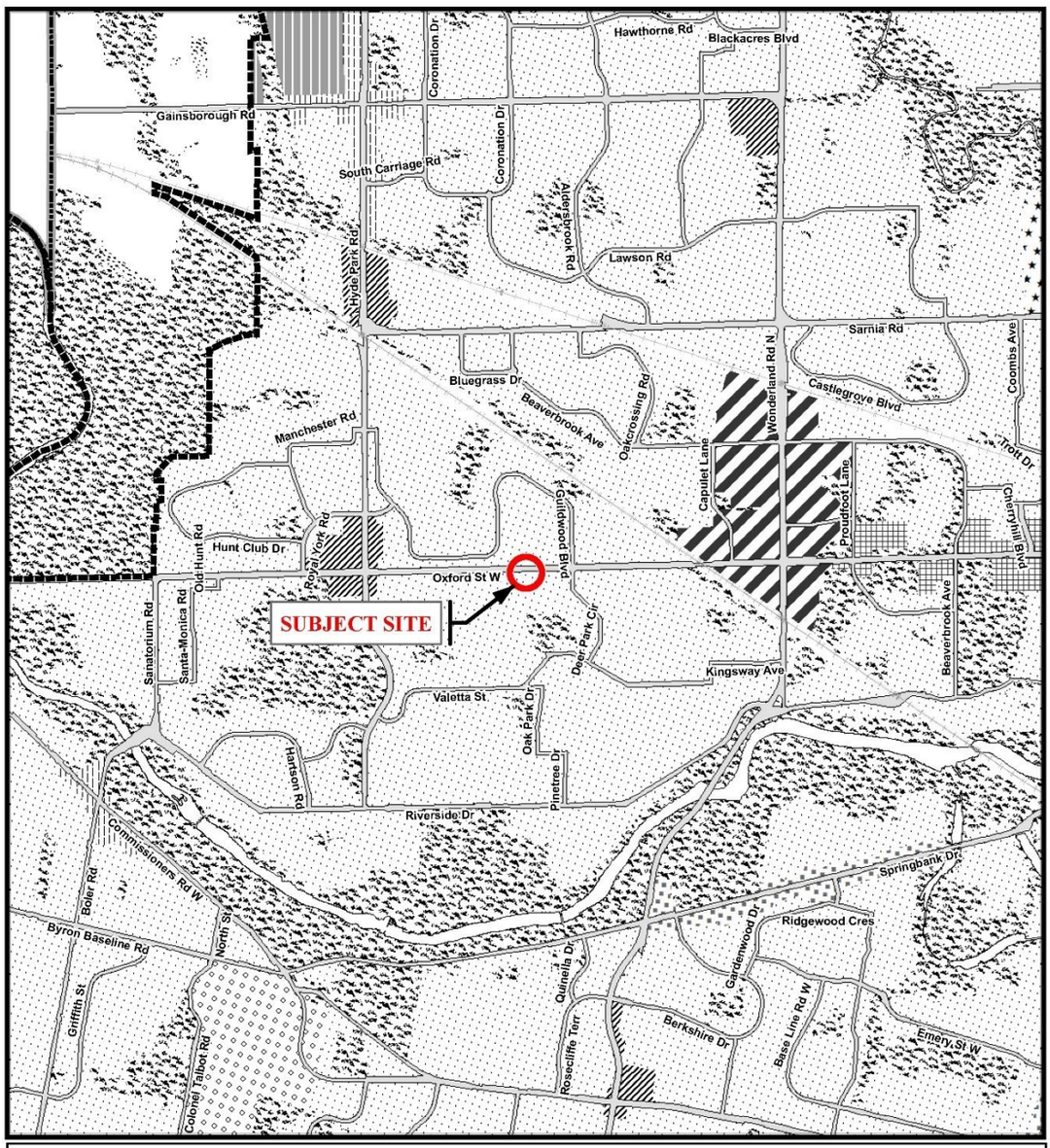
Environmental Impact

Tree removals	21
Tree plantings	Unknown
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

Appendix C – Additional Plans and Drawings

Conceptual Site Plan 934 Oxford Street West





Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9733
Planner:	IDC
Technician	RC
Date:	2024/5/30

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9733-EXCERPT_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Schedule A

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO: Z-9733 IDC

MAP PREPARED: 2024/05/30 RC

1:1,000

0 5 10 20 30 40 Meters

Appendix D – Internal and Agency Comments

Urban Design:

Matters for ZBA:

1. Provide a minimum front yard setback of 1.0m from the ultimate right-of-way of Oxford Street West to ensure the proposed development reinforces the existing street wall of the adjacent single-detached lots. Refer to The London Plan (TLP) 256
2. Provide a minimum interior side yard setback with and without windows to habitable rooms. TLP, 253, 252
    - Where unit windows face the interior side yard, a minimum 6.0m setback should allow for privacy and not hinder the redevelopment of adjacent properties.
    - Where no unit windows face the interior side yard, a 2.4m minimum setback should accommodate access and maintenance in the side yard.
3. Orient the built form towards Oxford Street West with principal entrances, window openings and/or front porches on the ground floor along with balconies/terraces on the upper floors to face the Urban Thoroughfare for visual amenity and allowing passive surveillance. TLP 291, 228
4. Provide a minimum parking setbacks of 3.0m to the rear to accommodate a landscape buffer that mitigates potential negative impacts on the adjacent properties to the south. TLP 253
5. Avoid any below-grade units and sunken amenity areas adjacent to Oxford Street West to mitigate privacy and noise issues

This application would not proceed through the Site Plan Approval process given the current unit count, however, Urban Design recommends the following site design matters be considered:

1. Provide a pedestrian connection from Oxford Street West to access the units located at grade to the east part of the property. TLP 268, 255
2. Clarify the location of garbage storage/pick-up. Integrate the garbage storage area within the building and ensure the pick-up area is located away from Oxford Street West frontage or well-screened from the street to mitigate potential negative impact on the public realm. TLP 266

Engineering

- Engineering has no comments related to the zoning application, however, we will be requesting an h-89 to ensure SWM measures are incorporated at the building permit stage.

Parks Planning & Design

Matters for Site Plan

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

Site Plan

1. Major Issues
    - As the proposal is for less than 11 residential units, Site Plan Control is not required.
2. Matters for OPA/ZBA
    - As the proposal is for less than 11 residential units, Site Plan Control is not required.
3. Matters for Site Plan
    - As the proposal is for less than 11 residential units, Site Plan Control is not required.

4. Complete Application Requirements
   - As the proposal is for less than 11 residential units, Site Plan Control is not required.

Landscape Architect

Development and Planning staff have reviewed the Tree Preservation Report for Zoning By-law Amendment at 934 Oxford Street W, London, and provide the following comments consistent with the Official Plan, applicable by-laws and specifications. The format of report and methods used to prepare inventory are acceptable.

Major Issues

-Two distinctive trees are growing on the site. These trees are protected by the City's Tree Protection bylaw and require a permit to remove. To obtain a removal permit, contact Forestry Dispatcher at trees@london.ca with details of your request. Any person who contravenes any provision of this By-law is guilty of an offence and if convicted under this By-law is liable to a minimum fine of $500.00 and a maximum fine of $100,000.00, where the fine is not a set fine.

Matters for OPA/ZBA

- Insufficient protection has been offered to three boundary trees, #11, 12 and 16. Obtain consent from co-owner/neighbour to injure trees or increase no-disturbance to the critical root zone of each tree. **Critical Root Zone**" means the area of land within a radius of ten (10) cm from the trunk of a tree for every one (1) cm of trunk diameter. Critical roots zones would be as follows Tree#11 1.8m, Tree #12 4.5m and Tree #16 2.6m. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, boundary trees can't be removed without written consent from co-owner.
- The tree inventory prepared by RKLA captured 29 individual trees 21 are proposed for removal, for a total of **544 cm** dbh. In accordance with LP Policy 399**, 54** replacement trees are required. However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end, **4** replacement trees would be required. 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.

UTRCA

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the Conservation Authorities Act, the Planning Act, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

Conservation Authorities Act
The subject lands ***are not*** affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act*.

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

Appendix E – Public Engagement

Community Engagement

Notice of Application:

On May 16, 2024, Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 23, 2024. A “Planning Application” sign was also placed on the site.

Three comments were received.

Nature of Liaison: 934 Oxford Street West – The purpose and effect of this zoning change is to permit a 3.5 storey apartment building with 8 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-10), Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone. Special provisions would permit the existing reduced frontage, reduced interior side yard setbacks, and an increased density of 80 units per hectare. File: Z-9733. Planner: I. De Ceuster.

Public Comment #1 - Received on June 12, 2024.

Dear Mr. de Ceuster: I am sending you this email to voice my opposition to the amendment of the property above. As a resident of the area I am opposed to having a building amendment on Oxford Street. By doing an amendment, you are opening the floodgates for future developments of apartments along Oxford Street, causing an enormous amount of traffic congestion to this beautiful area.
Sincerely
Ana Ienco

Public Comment #2 - Received on June 13, 2024.

June 13, 2024

Re: Zoning By-law Amendment: 934 Oxford St. West: File: Z-9733

Mr. Lehman: Mr. de Ceuster:

We are writing with our further concerns with respect to the more recent Zoning By-law Amendment (File: Z-8733) for 934 Oxford St. West.

Certainly, as neighbours on [REDACTED] backing on to the Oxford St. West aforementioned property above, we have serious concerns with the development proposal and repercussions once more.

Firstly, a major concern is current and future traffic influx, pending construction and completion of said building.

As we all know, Oxford is continuing to be a very busy route for various reasons. Due to changes in boundaries for Elementary and Secondary schools in the area, more students in area sub-divisions will be attending area Oakridge schools, including Elementary and Secondary. With that student population daily influx, students will be arriving on foot, by bus, or being dropped off at peak traffic congestion times in the morning and afternoon.

Students are crossing an already very busy Oxford Street at peak times. Further, Oakridge High School is a non bussed school, therefore, at around 8am, parents are dropping off their kids to the Oakridge High School, or parents are dropping off kids to the Oakridge High School Co-Op Daycare, with pick up around 4pm, again at peak general traffic periods. Daycare drop offs and pick ups simultaneously occur for toddlers

at the Oakridge Presbyterian Church on Freele St. We do have serious traffic and safety concerns here, including a constant traffic flow of construction vehicles on Oxford St., Freele St., and our own Deer Park Circle.

Its obvious that redirected Oxford traffic during construction will inevitably rerouted continuously along Freele St., to Deer Park Circle, and onto Juniper St. and elsewhere. Currently, west to east and east to west traffic flow from out of town at peak times continues to be a major concern.

Further, there are currently no sidewalks or speed bumps on our section of Deer Park Circle, which has become an already busy thoroughfare for people and vehicles.

Our further concern, particular to our property and potentially others, is simply the disruption of the aesthetic beauty and quality of our property and the neighbourhood, of which we've cherished as owners for almost 32 years.

We've certainly witnessed many changes to Oakridge Acres over the years that have certainly enhanced the day to day living experience in a non intrusive way, both aesthetically and otherwise. In particular, personally, we cherish the privacy or our tree shrouded yard of ours and our neighbours. The proposed building of a three-storied, eight unit complex off the back of our back yard seriously intrudes on the quality of enjoyment of our property and others on a daily basis.

Certainly, our current and future property value would be seriously diminished with building development.

In the current re-zoning application, are we to understand that, the requested Rezoning R8-4(_) , could entail being opened up to changes in potential uses of said property from the original R1-10 (single detached dwelling),to and including apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked town housing, senior citizen apartment buildings, emergency care establishment, and continuing of care facilities?

Considering the City's current and future Oxford St. and area building development plans, and considering the proposed high-rise development in the Oxford-Wonderland area, traffic congestion remains a disruptive major concern and inconvenience for commuters, and a serious safety concern for home owners and families.

Thank you for your consideration of concerns above.

Respectfully,

Marty and Jan Smye

[REDACTED]

London, ON

Public Comment #3 - Received on June 14, 2024.

Mr. Lehman and Mr. de Ceuster:

We are writing with our concerns with respect to the more recent Zoning By-law Amendment File: Z-9733 for 934 Oxford St. West.

As homeowners of [REDACTED] we have serious concerns and repercussions with the development proposal as set out in the Proposal by Applicant 2419361 Ontario Inc.

One of the major concerns is the current and future traffic influx with the pending construction and completion of said building on Oxford Street.

Oxford Street is known to be a very busy street for traffic heading east to west and vice versa across town. Considering the pending changes in boundaries for schools in the area, more students in our subdivision will be attending area Oakridge schools, both Elementary and Secondary. With the increase in student population, students will be arriving on foot, by bus, or being dropped off at peak traffic congestion times in the morning and afternoon.

Oakridge High School is a non bussed school, therefore, at around 8am, parents are dropping off their kids to the High School, or to the Co-Op Daycare, with pick up around 4pm, again at peak traffic times. The daycare drop offs and pick ups simultaneously occur for toddlers at the Oakridge Presbyterian Church on Freele St.

It appears obvious that redirected Oxford traffic during construction will inevitably be rerouted to Freele St., down Deer Park Circle, and onto Juniper St. exasperating traffic flow at peak times which continues to be a major concern.

We do not have any sidewalks or speed bumps on our section of Deer Park Circle, which has become an already busy thoroughfare for pedestrians and vehicles.

Does the Rezoning R8-4 application state that this rezoning could entail other changes in potential uses of said property from the original R1-10 (single detached dwelling),"to and including apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked town housing, senior citizen apartment buildings, emergency care establishment, and continuing of care facilities"?

If this is true, then that influx of traffic with this building development plan and the proposed high rise development at Oxford and Wonderland will become a much larger concern and serious inconvenience for travellers as well as create many safety concerns for the home owners and families due to the increase in an already heavily traffic-congested area.

We trust you will take our concerns in to your consideration before approving the proposed Zoning By law change.

Thank you,

Brian and Rose Burton

[REDACTED]

London, ON

Public Comment #4 – Received June 14, 2024

As per your flyer, Notice of Planning Application and Public Meeting regarding a Zoning By-law Amendment for 934 Oxford Street West, File Z-9733, I am writing to provide comments for consideration by Council.

My name is JoAnne Palmateer and my family and I have lived at [REDACTED] since 1978. I feel that I have a unique perspective regarding this property and its surrounding environs.

When we moved in, there was an abandoned farm across the street from us. Since then, we have witnessed many changes, including the development of an entire subdivision on the farmland, and have lived through the widening of Oxford Street West itself.

Throughout these changes, the neighbourhood on the south side of the street has retained its single family housing character and the Oakridge area has remained a desirable neighbourhood within the City of London.

The lot is too small to accommodate the proposed building. The present house fills the lot from side-to-side with only walkways between the east and west sides of the house and the neighbours. There is parking for three vehicles and a temporary visitor at the front of the house.

The backyard has a level area that would barely accommodate an in-ground pool. The back and both side neighbours' lots are all on fairly significantly different levels. There is the potential for an unwelcome runoff in a bad storm. Building substantial retaining walls abutting at least two of the three neighbouring lots, and privacy fences on all three boundaries, will reduce the area available for parking.

Even with the removal of dozens of mature trees, the parking space for the tenants is very limited, with little parking allotted for visitors and delivery trucks or moving vans.

The height of the building will decrease the privacy of all neighbours within the vicinity, as all their backyards/pools will be exposed to new neighbours peering down into their properties. Regular privacy fences will not be tall enough to prevent the neighbours to the south from looking into the new building's windows and yard.

Although the degree of the slope of the hill in front of the property was reduced when the City widened the road, there have still been times when thunderstorms have created a river that has spanned the road. In winter, snow has created a traffic jam on the uphill side. Rerouting to Deer Park Circle to get to the top of the hill has often proven to be a bad choice. The hill Is steeper and the snow plow takes longer to get to that portion of the street. The icy conditions there have created their own traffic problems.

Oxford Street crests at Freele Street, which hides the oncoming eastbound traffic and often causes a potentially hazardous situation when pulling out of the driveway to head west. This is often exacerbated by the downhill traffic travelling over the speed limit.

The pedestrian sidewalk has an attached bikeway and this has caused many near misses when bike riders come barrelling down from the top of the hill at a high rate of speed.

The sidewalk is quite busy with students travelling to and from the Oakridge High School, dog walkers, families with children, exercisers, and bike riders.

In the winter, there are three plowed piles of snow, one by the road and two from the sidewalk plows, that eventually create tall mountains of accumulated snow. The shovelled snow on both sides of the curb ramp result in a very limited sight line when exiting the driveway, which often is problematic for extended periods of time.

If this precedent-setting decision results in the construction of more apartment buildings, it will also affect municipal water and wastewater systems and the need to keep the infrastructure adequate for the increase in the local population.

Since the rapid transit expansion appears to be years away from completion, and the possibility of reducing the property values of the neighbourhood homes is high, the long term implications of this project must be studied further.

Any thought of these units being affordable housing is out the window as well, as I have spoken to the proposed landlord and have been informed the units will go from $2500 to $3500 a month (without a guarantee of personal parking spaces I might add).

Thank you for your time and Consideration

From: Robert Melvin
Sent: Friday, July 12, 2024 4:16 PM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] 934 Oxford St W. - proposed development

File: Z-9733
Re: 934 Oxford St W - proposed development

We are opposed to the proposed 8-unit development at 934 Oxford St. West. As home owners on Deer Park Circle, the street behind this development, we feel tearing down Oakridge houses to build big occupancy apartments must not be permitted.
Building this type of complex closer to commercial intersections like Oxford/Wonderland or Oxford/Hyde Park is advised, keeping the housing as is along Oxford.
We are saying "NO" to this proposal.

We are giving you permission to keep our opinion on record, and add it to the long list opposed to this development moving forward.

Robert & Joanna Melvin

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: **LJM Developments Ltd. c/o A.J. Clarke and Associated Ltd.**
359 Wellington Road & 657 Base Line Road East
File Number: OZ-9719, Ward 11
Date: **Public Participation Meeting on: July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of LJM Developments Ltd. (c/o A.J. Clarke & Associates Ltd.) relating to the property located at 359 Wellington Road and 657 Base Line Road East:

1. the proposed by-law attached hereto as Appendix “A” **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024, to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Rapid Transit Corridor Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;

2. the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential/Bonus (R1-6*B-43) Zone and Automobile Service Station (SS1) Zone, **TO** a Residential R9 Special Provision (R9-7(_)) Zone;

3. The requested Special Provision to reduce the required bicycle parking ratio from 1.0 spaces per unit to 0.7 spaces per unit **BE REFUSED** for the following reasons:
    i) The inability to accommodate bicycle parking for all units signifies an over-intensification of the site and does not promote the use of active transportation to residents.

4. The Site Plan Approval Authority **BE REQUESTED** to consider the following during the site plan process:
    i) Consultation with the Municipal Housing Development division for the provision of three (3) or more affordable units;
    ii) Landscaping to include at minimum 50% native species, with no invasive species planted;
    iii) Investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
    iv) Investigate air source heat pump options;
    v) Include a minimum of 5% EV charging spots roughed in;
    vi) Utilize bird friendly policies using the CSA standard;
    vii) Provide a minimum 50% transparent glazing on the first storey facing public streets and multiple pedestrian connections from the building to the public sidewalks to promote walkability and transit usage.
    viii) Provide building articulation and stepbacks to create a human scale and mitigate impacts of the tall building.
    ix) Provide weather protection and implement the recommendations of the wind study to ensure a comfortable pedestrian environment.
    x) Explore opportunities to increase the amount of outdoor amenity space.
    xi) Update the Traffic Impact Assessment and implement recommendations, including access restrictions.

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

i) The amendments are consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment, promote transit-supportive development and support long-term economic prosperity;

ii) The amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and the Rapid Transit Corridor Place Type policies; and will facilitate a built form that contributes to achieving a compact City;

iii) The recommended amendments facilitate the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill and redevelopment;

iv) The recommended amendments would permit a 23-storey, 250-unit apartment building in a form that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request
The applicant has requested an amendment to The London Plan, to add a Specific Policy Area to the Rapid Transit Corridor Place Type to permit a 23-storey apartment building and an amendment to the Zoning By-law Z.-1 to rezone the property from an Automobile Service Station (SS1) Zone and Residential/Bonus (R1-6*B-43) Zone to a Residential (R9) Special Provision (R9-7(_)) Zone.

Requested special provisions include: a maximum height of 72.9 metres, a maximum density of 1391 units per hectare, a minimum exterior side yard of 0.8 metres, a maximum lot coverage of 61%, a minimum landscaped open space of 14%, and a minimum bicycle parking rate of 0.77 spaces per unit.

Purpose and the Effect of Recommended Action
Staff are recommending approval of the Official Plan and Zoning By-law amendments, with the exception of the requested special provision for a reduced bicycle parking rate.

Staff are recommending the minimum long-term bicycle parking ratio of 0.9 spaces per unit, and a minimum short-term bicycle parking rate of 0.1 spaces per unit apply to the site, as per the existing general provisions of the Zoning Bylaw.

Staff are also recommending additional special provisions that were identified as necessary in the Site Plan consultation and that have been recommended to mitigate the impacts of the height and density of the development and implement the policies of The London Plan. All proposed special provisions are consistent with the applicant's submitted plans.

The recommended action will permit a **23-storey, 250-unit apartment building**.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None

1.2 Property Description and Location

The subject lands are located on the southwest corner of the intersection of Wellington Road and Baseline Road East, within the Highland Planning District. The subject lands consist of two lots, 359 Wellington Road and 657 Base Line Road East, which will be consolidated into one parcel to facilitate the proposed development. The site has a total area of approximately 0.17 hectares, with a 31.0 metres frontage along Baseline Road East, and a 33.5 metres frontage along Wellington Road. The lot at 359 Wellington Road is currently vacant, and 657 Baseline Road currently contains a single detached 1.5-storey dwelling and accessory structure. The existing buildings will be demolished to facilitate the proposed development.

The subject site is in an urban neighbourhood with a wide range of uses, including healthcare, shopping centres, single family dwellings, apartment buildings and retirement/care facilities. The neighbouring property to the west contains a nine-storey retirement development, and to the south is a 1-storey neighbourhood shopping centre. To the north, across Base Line Road, is a 1-storey financial institution. Finally, to the east, across Wellington Rd, is the London Health Sciences Centre.

Wellington Road is an arterial road classified as a Rapid Transit Boulevard on Map 3 – Street Classifications of The London Plan. The Wellington Gateway Rapid Transit route, currently under construction, runs on Wellington Road between Exeter Road and the downtown, with a station proposed at the intersection of Base Line Road East and Wellington Road. The road segment between Base Line Road East and Commissioners Road has a traffic volume of approximately 32,000 vehicles per day. The subject site also has frontage onto Base Line Road East, which is classified as a Neighbourhood Connector on Map 3 – Street Classifications of The London Plan. The road segment between Wellington Road and Balderstone Avenue has a traffic volume of approximately 11,500 vehicles per day. The site is located on several LTC transit routes, with bus stops located on Wellington Road and Base Line Road East in front of the subject site. Bike lanes are provided further to the west on Ridout Street.

Site Statistics:

- Current Land Use: vacant/residential
- Frontage: 31.0 metres along Base Line Road East, and 33.5 metres along Wellington Road.
- Depth: 40.0 metres
- Area: 0.17 hectares (0.42 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Commercial/retail uses and low-rise residential
- East: London Health Sciences Centre
- South: commercial/retail uses and surface parking
- West: Nine-storey retirement/care facility and low-rise residential

Existing Planning Information:

- The London Plan Place Type: Rapid Transit Corridor fronting a Rapid Transit Boulevard (359 Wellington Road) and Neighbourhoods Place Type fronting a Neighbourhood Connector (657 Base Line Road)
- Existing Special Policies: Rapid Transit Corridor Protected Major Transit Station Area (PMTSA)

- Existing Zoning:
    - 359 Wellington Road: Automobile Service Station (SS1)
    - 657 Base Line Road: Residential R1 and Bonus B-43 zone (R1-6 & B-43)

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

Figure 1- Aerial Photo of 359 Wellington Road & 657 Base Line Road East and surrounding lands

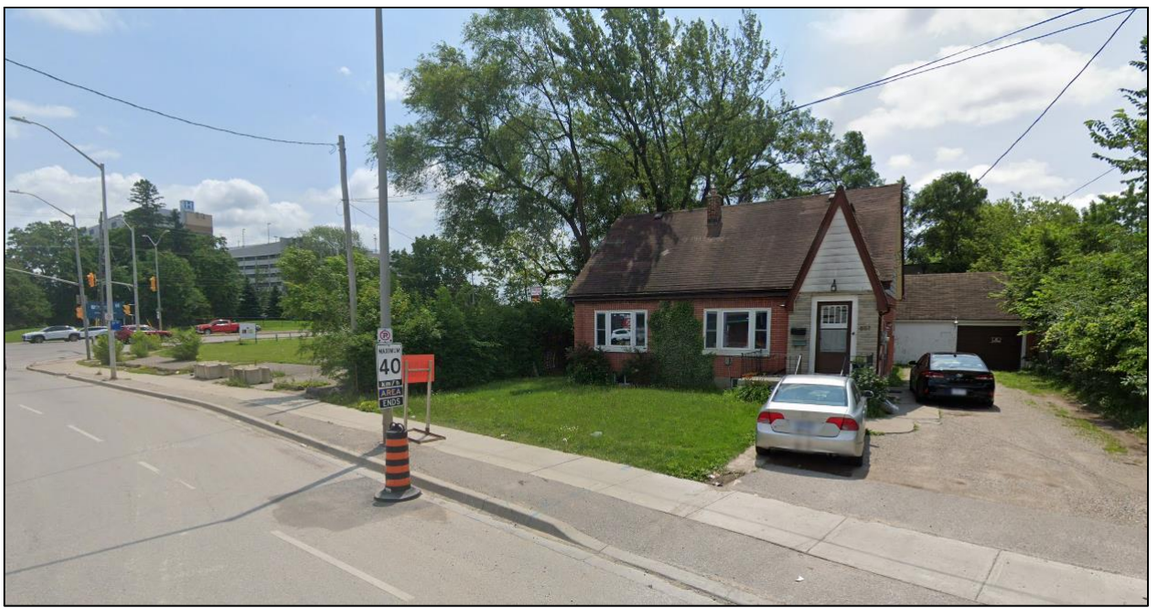


Figure 2 - Streetview of 359 Wellington Road & 657 Base Line Road (view looking south from Base Line Road)

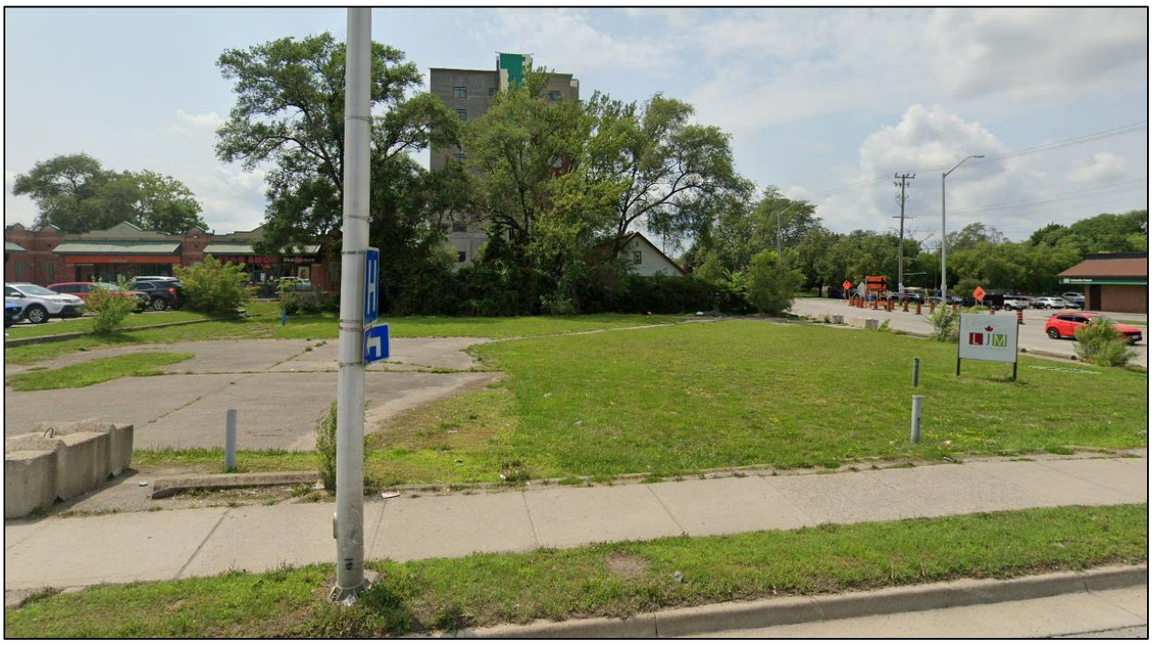


Figure 3 - Streetview of 359 Wellington Road & 657 Base Line Road (view looking west from Wellington Road)

2.0 Discussion and Considerations

2.1 Development Proposal

In March 2024, the City accepted a complete Official Plan and Zoning By-law Amendment application. The development proposal is comprised of a 23-storey residential apartment building development with 250 residential units, a six-storey podium and maximum density of 1,391 units per hectare (after road widening). A road widening of approximately 11.3 metres is accommodated along the Wellington Road frontage for the Wellington Gateway route of the London Bus Rapid Transit (BRT). The development includes four levels of underground parking providing 118 parking spaces and 192 bicycle parking spaces. Outdoor amenity space is proposed on the roof of the podium on the seventh floor, with indoor amenity space at grade.

The proposed development includes the following features:

- Land use: Residential
- Form: High-rise tower
- Height: 23-storeys (72.9 m)

- Residential units: 250 units
- Density: 1,391 units / hectare
- Gross floor area: 25,035 m^2
- Building coverage: 61%
- Parking spaces: 118 underground spaces
- Bicycle parking spaces: 192 spaces
- Landscape open space: 14%
- Functional amenity space: 408 m^2 (indoor), 157 m^2 (outdoor podium terrace) and private balconies and/or terraces for individual units.

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

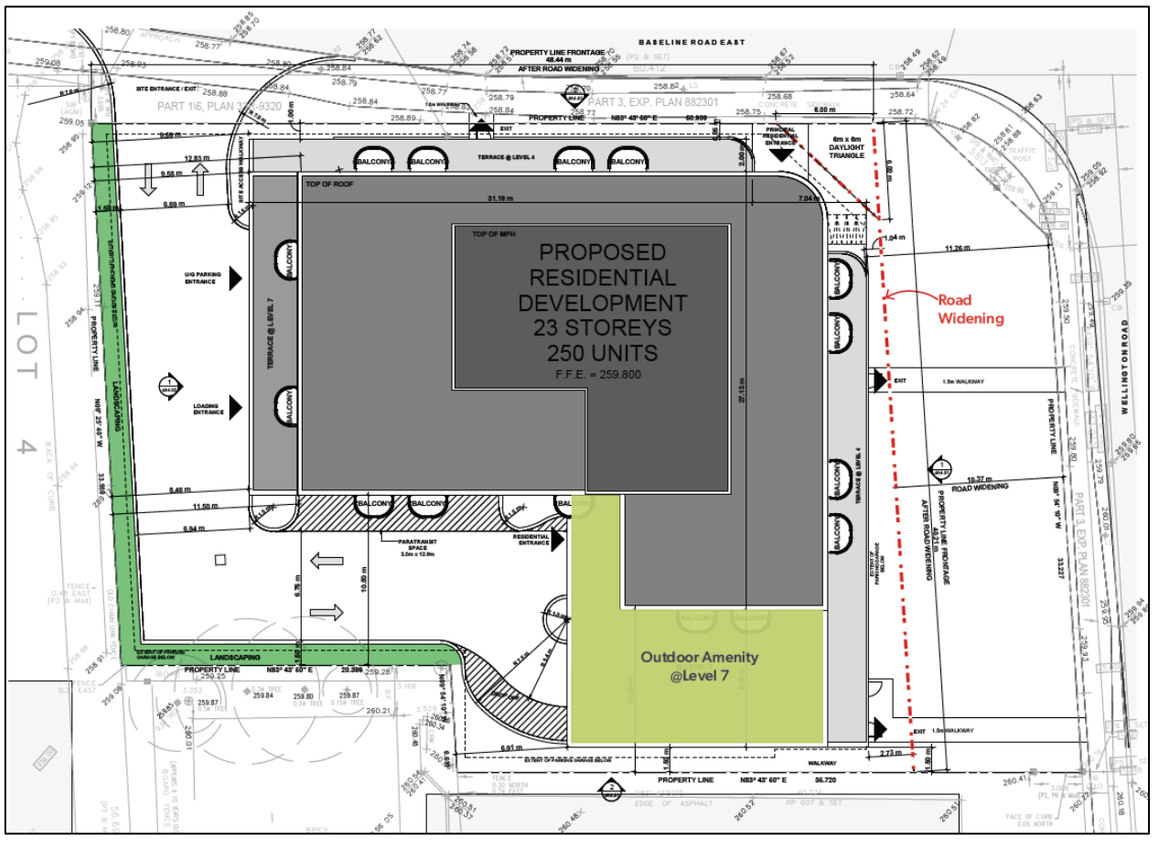


Figure 4 - Conceptual Site Plan (Received March 2024)

Figure 5 – North Elevation (Received March 2024)

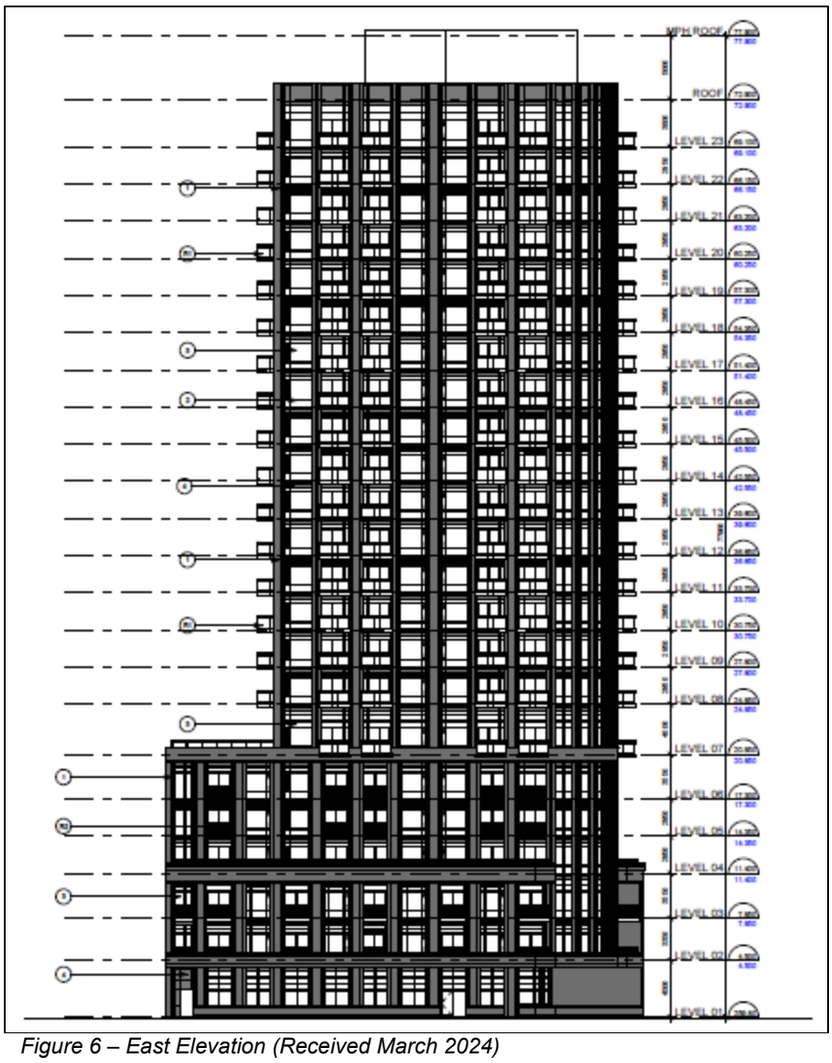


Figure 6 – East Elevation (Received March 2024)

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

2.2 Requested Amendment(s)

The applicant has requested to add a Specific Policy to the Rapid Transit Corridor Place Type in The London Plan, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Automobile Service Station (SS1) and Residential and Bonus (R1-6*B-43) Zone to a Residential R9 Special Provision (R9-7(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff. The staff recommended special provisions have been identified through the site plan consultation as necessary to facilitate the development, as well as to accommodate the proposed residents and mitigate the impacts of the development.

Regulation (R9-7)	Required	Proposed	Recommended
Front yard setback (min) m	16.0	0.8	0.8
Exterior side yard (min) m	16.0	-	0.8
Interior side yard (min) m	30.0	-	1.5
Rear yard setback (min) m	73.0	-	8.4
Lot coverage (max) percentage	30%	61%	65%
Landscape open space (min) percentage	30%	14%	14%
Height (max) m	-	72.9	75m

Regulation (R9-7)	Required	Proposed	Recommended
Maximum density (uph)	150	1,391	1,391
Bicycle Parking Spaces (ratio per unit)	1.0	0.77	1.0
Tower floorplate (min) m^2	-	750m^2	800m^2
Setback above the 6th storey from the south property line (min) m	-	10.0m	10.0m
Setback above the 6th storey from the west property line (min) m	-	11.5m	11.5m
Interior amenity space (min) m^2	-	400m^2	400m^2
Common outdoor amenity space – rooftop (min) m^2	-	150m^2	150m^2
Ground floor height (min) m	-		4.0m
Principle entrance location	-		Required to face Wellington Road or the intersection of Wellington Road and Base Line Road East.
Balconies & Encroachments	-		To permit unlimited encroachments into the west, north and east yards
Units to be 2 or more bedrooms (min) percentage	-	30%	30%

Staff are recommending **refusal** of the reduced bicycle parking ratio.

All other proposed special provisions are as shown on the proposed plans and are being recommended for approval as part of the zoning amendment. The special provisions for height and coverage have been rounded up to accommodate site and building changes that may be required through the site plan review.

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Density and height
- Built Form
- Heritage
- Special Provisions

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

2.4 Public Engagement

On March 28, 2024, Notice of Application was sent to 28 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 April 11, 2024. A “Planning Application” sign was also placed on the site.

There were four 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.

Support expressed by the public relate to:

- Support for proposed development
- Support for affordable housing (rent geared to income)
- Request to include green building elements and environmentally friendly components (e.g. solar panels, heat pumps)
- Electric vehicle adoption

Concerns expressed by the public relate to:

- Development using natural gas or fossil fuel infrastructure.
- Consideration of all native species that currently inhabit the property.
- Capacity of existing sewer system

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of public interest related to land use planning and development. In accordance with Section 32 of the Planning Act, all planning decisions “*shall be consistent with*” the PPS. Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, livable, and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1.b) & 1.1.1.e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). Further, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1). Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2).

Planning Authorities should promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4). New development proposed on lands adjacent to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3). Finally, energy conservation and efficiency, reduced greenhouse gas emissions and preparing for a changing climate shall be supported by promoting a compact form and structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and institutional uses and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1).

The proposed development meets the intent of the PPS policies by introducing a compact, residential development building development that would allow for the efficient use of land and infrastructure.

The London Plan, 2016

Interpretation of the Rapid Transit Corridor

Policy 43_ of The London Plan includes policies that will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan and the *Provincial Policy Statement, 2020*. In this case, interpretation is needed since the majority of the subject lands fall into the Rapid Transit Corridor Place Type and the smaller property at 657 Base Line Road East into the Neighbourhoods Place Type. As such, the following policy will apply; “The boundaries between place types as shown on Map 1 – Place Types of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained, and that the departure is advisable and reasonable. (TLP, 43_1). In line with the interpretation policies above, this report will only refer to the Rapid Transit Corridor Place Type policies.

Specific Area Policies

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 above criteria have been satisfied and the requested Specific Area Policy is appropriate. An analysis of the conditions to consider a Specific Policy Area is addressed in Section 4.0 of this report.

Evaluation Criteria for all Planning and Development Applications, and Zoning up to or beyond the Standard Maximum Height

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

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

The London Plan includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).

To provide certainty and to ensure that impacts of the additional height and density are

mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. Staff are recommending special provisions and Site Plan considerations that will help to sufficiently accommodate the proposed density and mitigate the impacts of the proposed development. An analysis is provided in Section 4.0 of this report.

Protected Major Transit Station Areas

The subject site is within the boundary of the Protected Major Transit Station Areas (PMTSA), as shown on Map 10 – Protected Major Transit Station Areas (TLP, 860A_). Each Rapid Transit Corridor Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare (TLP 860B). Further, the minimum building height is two storeys or eight metres and the maximum building height is 16 storeys for areas within 100 metres of a rapid transit station (TLP 860C). Within the Rapid Transit Corridor PMTSA, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. Additionally, a range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted, and mixed-use buildings will be encouraged (TLP 860E). As set out in The London Plan, development within the Rapid Transit Corridor Protected Major Transit Station Areas will conform with all other policies of the London Plan including the Rapid Transit Corridor Place Type and any Specific Segment or Specific Area Policies (TLP 860F).

The London Plan – City-led Heights Review

City staff are currently undertaking a review of the heights framework in The London Plan. The initial recommendations of the consultant are being presented to Planning and Environment Committee on July 16, 2024 – the same meeting as this report. Staff have considered the initial findings and recommendations for the heights review in the analysis of this Official Plan and Zoning Bylaw application.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Amendment to The London Plan

The applicant has requested an amendment to *The London Plan* to add a Specific Policy Area to the Rapid Transit Corridor Place Type to permit a residential apartment building with a maximum height of 23-storeys. As discussed in Section 2.5 of this Report, The London sets out policies for Specific Areas that may be considered in limited circumstances where the following conditions apply (TLP 1729-1734):

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

The recommended site-specific amendment for a residential apartment building with a maximum height of 23-storeys is in keeping with The London Plan Key Directions, Rapid Transit Corridor Place Type, and Protected Major Transit Station Areas (PMTSA) policies by introducing intensification and redevelopment on an underutilized parcel located along a Rapid Transit Boulevard within 100 metres of a rapid transit station. With the exception of the maximum building height, the proposed development satisfied the policies of The London Plan.

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

The requested Specific Policy Area to permit a residential apartment building with a maximum height of 23-storeys does not have an adverse impact on the integrity of the Rapid Transit Corridor and other relevant parts of The London Plan. The subject site is

situated along an establish Rapid Transit Boulevard within the Protected Major Transit Station Area and is within 100 metres of a rapid transit station. Parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents (TLP, 828_). The site is currently underutilized, and well suited for intensification. The proposed development expresses a high-quality architectural design, includes underground parking and adds to the choice of dwelling types with varying locations, size, affordability, tenure, design and accessibility (TLP, 830_11)

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.*

The site-specific amendment would permit a unique high-rise development with a maximum height of 23-storeys. The site is located at the intersection of a Rapid Transit Boulevard and Neighbourhood Connector, and is supported by existing transit and future rapid transit and a future station stop at this intersection. The proposal represents a site-specific intensification opportunity that would not establish a precedent for other properties in the area.

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

Staff are of the opinion that the proposed residential apartment building with 23-storeys, and 250 units cannot be reasonably altered to conform to the policies of the Rapid Transit Corridor Place Type, which permits an upper maximum height of 16-storeys within 100 metres of a rapid transit station. The property to the west has recently been redeveloped and there is no opportunity for further consolidation of lands, leaving this site particularly small after the road-widening dedication is taken, and therefore necessitating a smaller tower floorplate and the need to build taller to accommodate the number of units which will make the site economically viable.

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

The site-specific amendment is in the public interest and does represent good planning as it facilitates the intensification of an underutilized site within the Rapid Transit Corridor Place Type and in proximity to a rapid transit station. The proposed high-intensity development is located at the intersection of a Rapid Transit Boulevard and Neighbourhood Connector, takes advantage of existing and future services and facilities and ensures a mix of housing types in the area.

Staff are of the opinion that the above conditions regarding the appropriateness of Specific Area Policies have been met, and are supportive of the site-specific Special Area policy for the Rapid Transit Corridor Place Type to permit a maximum height of 23 storeys.

4.2 Issue and Consideration #2: Use

The subject site is located within the Rapid Transit Corridor and Neighbourhoods Place Type, fronting a Rapid Transit Boulevard and Neighbourhood Connector. As set out in The London Plan, the Rapid Transit Corridor Place Type contemplates a range of residential, retail, service, office, cultural, recreational, and institutional uses (TLP 837_). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor (TLP 837_2). The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (TLP 830_11).

The proposed development includes active lobby and amenity areas on the ground floor to animate the streetscape. The applicant has also expressed interest in providing three affordable housing units, which will be further explored through consultation with Municipal Housing Development and can be implemented through an agreement with the City of London.

4.3 Issue and Consideration #3: Intensity

The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes (TLP 789_2). The Rapid Transit Corridor policies encourage intensification along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas (TLP 832_). As set out in Table 9 – Maximum Height in the Rapid Transit Corridor Place Type, development shall be between 2-12 storeys, with properties located within 100 metres of a rapid transit station being permitted an upper maximum height of 16 storeys (TLP, Policy 860C_).

Development within corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility (TLP, Policy 840_1). Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities (TLP, Policy 840_3).

The applicant has requested an Official Plan Amendment to add a Specific Policy to the Rapid Transit Corridor Place Type. As set out in Section 4.1 of this report, Staff are of the opinion that the conditions regarding the appropriateness of Specific Area Policies have been met and are supportive of the site-specific Special Area policy for the Rapid Transit Corridor Place Type to permit a maximum height of 23 storeys.

However, Staff have some concerns with the ability of the site to accommodate the requested density and provide for the necessary amenities the residents will need, as well as mitigate impacts on the surrounding properties.

Staff are not supportive of the reduced bicycle parking rate of 0.7 spaces per unit where 1.0 spaces per unit is required and are recommending refusal of this special provision.

Staff are also recommending certain features of the proposed development be incorporated into the Zoning provisions so that these positive features are carried forward at detailed design. These features, as shown on the plans, include:

- A mix of unit sizes requiring 30% of units to be 2+ bedrooms
- A minimum of 400m^2 interior amenity space
- A minimum of 150m^2 common outdoor amenity space (rooftop)

Staff are also recommending that opportunities to add additional outdoor amenity space be explored through the subsequent site plan process.

4.4 Issue and Consideration #4: Form

The Form policies of the Rapid Transit Corridor direct buildings to be sited close to the front lot line to create a pedestrian-oriented street wall while providing appropriate setbacks from properties adjacent to the rear lot line, break up and articulate the mass of large buildings fronting the street to support a pleasant and interesting pedestrian environment, and encourage windows, entrances and other features that add interest and animation to the street (TLP, Policy 841_). Surface parking areas should be located in the rear and interior side yards; underground parking and structured parking integrated within the building design is encouraged (TLP, Policy 841_12). In general, buildings are to be designed to mitigate the impact of new development on adjacent neighbourhood areas (TLP, Policy 841_13).

High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_).

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate the right-of-way, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

The proposed building includes a slender form, consistent with the City Building Policies as set out in The London Plan (TLP, Policy 292_). The tower floorplate is approximately 747m^2. Above the podium, the following step backs are proposed: 2.85m from Base Line Road East and 3.5m from Wellington Road. The tower placement provides separation from the adjacent properties to the south and west, with tower setbacks from the property lines of 10.0m and 11.5m respectively. Further, through the use of articulation and architectural elements, efforts have been made to reduce the apparent height and mass of the building at street-level through stepbacks and articulation.

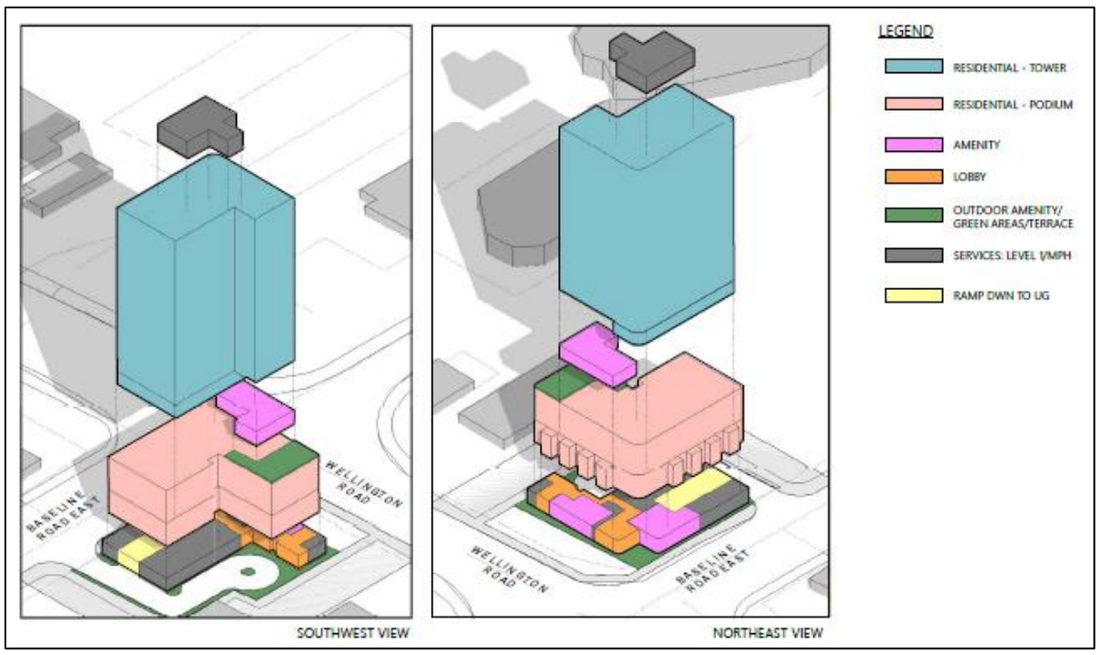


Figure 7 – Illustrative diagram different uses within the proposed development (Received March 2024)

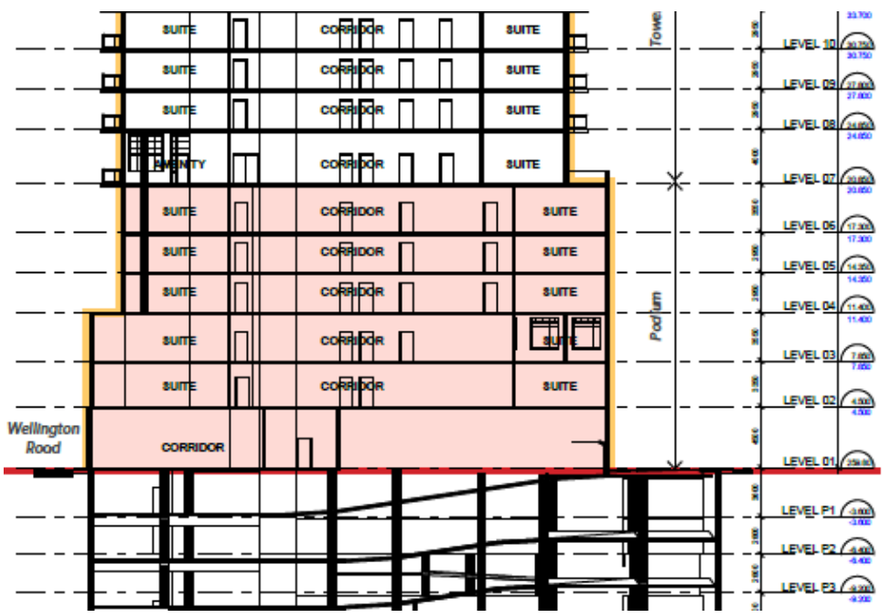


Figure 8 – Cross section Diagram base proposed development (Received March 2024)

The proposed built form is generally consistent with the Rapid Transit Corridor Place Type policies and the City Design policies by facilitating a compatible form of infill development along a Rapid Transit Corridor at a future station.

Staff are recommending the following design characteristics be incorporated into the Zoning special provisions:

- A maximum tower floorplate of 800m^2
- Minimum tower setbacks of 10.0m and 11.5m from the south and west property lines, respectively.
- Ground floor height (minimum) fronting public streets: 4.0m
- Principal Building Entrance shall face towards Wellington Road or the intersection of Wellington Road and Base Line Road East

Staff are also recommending the following elements shown in the design be carried forward to site plan:

- Provide a minimum 50% transparent glazing on the first storey facing public streets and multiple pedestrian connections from the building to the public sidewalks to promote walkability and transit usage.
- Provide building articulation and stepbacks to create a human scale and mitigate impacts of the tall building.
- Provide weather protection and implement the recommendations of the wind study to ensure a comfortable pedestrian environment.

4.5 Issue and Consideration #5: Other Considerations

Affordable Housing
Based on discussions between the applicant, and the Municipal Housing Development, the applicant has indicated they want to include 3 affordable units at 80% average market-rate for a period of 20 years. As part of the recommendation, direction has been provided to undertake consultation with the Municipal Housing Development division as part of the Site Plan Approval process.

Heritage
A scoped Heritage Impact Assessment and Stage 1-2 Archeological Assessment were prepared by THHC and AMICK Consultants and have been included as part of this application to provide an assessment of potential impacts of the proposed development on the cultural heritage value and archeological resources. No known potential impacts were found to the listed heritage property at 741-779 Base Line Road East (the London Health Sciences Centre), and no archaeological resources were found. As such, no heritage mitigation strategies are recommended.

Green Development
Several members of the public provided comments in support of the development and the incorporation of green building components into the design at the future detailed design stage.

Staff are recommending the following direction for the Site Plan Authority to consider:

- Landscaping to include at minimum 50% native species, with no invasive species planted;
- Investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
- Investigate air source heat pump options;
- Include a minimum of 5% EV charging spots roughed in;
- Utilize bird friendly policies using the CSA standard.

Traffic & Parking
A Transportation Impact Assessment (TIA) was prepared by Paradigm Transportation Solutions Limited and has been included as part of this application to analyze existing traffic conditions, traffic forecasts and assessment of the traffic impacts of the proposed development in the Wellington/Base Line Road East area. The Rapid Transit Boulevard Street Classification Wellington Road has a significant amount of traffic with approximately 34.000 vehicle movements per day, and the Neighbourhood Connector

Base Line Road East has approximately 11,500 vehicle movements per day. The subject site is in the Rapid Transit Corridor Place Type, which is exempt from minimum parking standards as set out in 4.19.9 and Figure 4.19 of the Zoning By-law Z.-1. The proposed development is adjacent to a rapid transit stop, and effectively leverages investment in the Wellington Gateway route of the London Bus Rapid Transit (BRT).

Transportation Staff expressed concerns with the left-out movement from the site driveway and therefore, the exit will be required to be restricted to the right-in / right-out movement by installing a median island along Base Line Road East. Alternatively, the access could be on Wellington Road which will already be restricted to right-in / right-out movements. Further, to reduce auto dependency, Transportation staff is recommending implementing Transportation Demand Management (TDM) measures such as unbundled parking, one-time transit passes for new tenants, transit awareness campaigns, carpool advisory programs, a bicycle repair station and carshare options.

Finally, Staff is not supportive of reduced bicycle parking, and as noted in the applicant's TIA, minimum bicycle parking should be provided at a rate of 1.0 space per residential units. Staff are recommending the existing bicycle parking rate in the general provisions of the Zoning Bylaw be applied to the site.

Staff are also requiring that the TIA be updated as part of the Site Plan applications and recommendations be implemented, including access restrictions.

Landscaping
A conceptual landscape plan designed by Adesso Design Landscape Architecture has been included as part of this application, as shown in Appendix D. The landscape plan includes shrubs along the property line, deciduous trees along Wellington Road and a fence with landscaping plantings along the south and east property line of the property to mitigate impacts on surrounding land uses. The proposed outdoor amenity space is located on the seventh floor and includes seating, shade structures and deciduous trees in planters with additional buffer planting.

Staff are recommending that 50% native species, and no invasives, be planted on the site as part of the site plan applications.

Shadowing & Wind Impact
As part of the complete application, the applicant submitted a shadow analysis (Kirkor Architects, January 2024). The analysis assessed the shadow impacts from the proposed development, shadow impact graphics are provided in Appendix "D", for June 21, September 21 and December 21 at 1-hour intervals between sunrise and sunset. Further, a pedestrian wind impact study was submitted (RWDI, September 2023) based on meteorological data, Wind Estimator software, wind-tunnel studies, engineering and criteria for pedestrian wind comfort and safety. At grade level, conditions on the sidewalks and walkways are generally expected to be suitable for pedestrian use throughout the year, with concerns about elevated wind speeds around the northwest and southeast corners. The outdoor common amenity area (Level 7) is predicted to be windier than desired for passive use during the year.

Wind control features are recommended at detailed design to provide shelter from undesirable wind flows, such as a tall parapet of at least 2 metres in height along the perimeter of the amenity area, landscape elements, and canopies/screens. Staff is recommending these to be incorporated through site plan approval.

Sanitary Servicing Constraints
As part of the complete application, the application submitted a Functional Servicing Report (MTE Consultants, January 2024) for the proposed 23-storey development. Wastewater engineering reviewed the report and noted that there is currently no available capacity. The downstream sewer is combined (storm and sanitary) and therefore there is no available capacity. However, upon completion of the BRT project along Wellington Road, there will be a dedicated sanitary sewer that will have additional capacity to accommodate this development.

4.6 Issue and Consideration #6: Special Provisions

As set out in Section 2.2 of this report, the applicant has requested several special provisions to facilitate the proposed development. Additional required special provisions were identified by staff as part of the site plan consultation, as well as to lock-in positive features of the proposed development.

Special provisions proposed by the applicant include:

- Height (maximum): 73m
- Density (maximum): 1391 units per hectare
- Exterior Side Yard Setback (minimum): 0.8m
- Landscaped Open Space (minimum): 14%
- Lot coverage (maximum): 63%
- Bicycle Parking Ratio (minimum): 0.77 per unit

Special provisions identified as required through Site Plan consultation include:

- Front Yard Setback (minimum) from the ultimate ROW of Wellington Road: 0.8m
- Interior Side Yard Setback - south (minimum): 1.5m
- Rear Yard Setback – main building (minimum): 8.4m
- Rear Yard Setback – parking garage (minimum): 0.3m
- To permit unlimited encroachments for balconies and canopies

The requirement for the above special provisions is largely due to applying an existing R9 base zone from the Z.-1 Zoning Bylaw, which is typically used for development on larger lots where setbacks are dependent on height. The Z.-1 Zoning Bylaw does not contain standard base zone variations that support linear high-density corridor development outside of the Downtown Zone and the Business District Commercial Zone, which were not deemed appropriate for this location or proposal. City Staff are currently undertaking a project that will establish interim transit-oriented zones for Z.-1 that can be applied to Downtown, Transit Villages and Rapid Transit and Urban Corridors.

For the subject site, the building footprint is required to facilitate functional movement of vehicles within underground parking and a substantial road dedication requirement will also be taken for the Wellington Rd frontage reducing the property to approximately 80% of its original size. Due to these site-specific constraints and the vision for the Rapid Transit Corridor in The London Plan, staff are supportive of the special provisions for density, landscape open space, and all yard setbacks. Staff are supportive of the special provisions for height and coverage, but are recommending to round these numbers up to 75m and 65%, respectively, to accommodate site and building changes that may be required through the site plan review.

Staff are not supportive of the reduction in bicycle parking ratio, which is discussed below in 4.7.

Special provisions recommended by Staff to accommodate the proposed density and mitigate impacts include:

- Building floor plate above the 6th storey: 800 m2
- Tower setback above the 6th storey – south (minimum): 10m
- Tower setback above the 6th storey – west (minimum): 11.5m
- Interior amenity space (minimum): 400m2
- Common outdoor amenity space – rooftop (minimum): 150m2
- Percentage of units to be 2 or more bedrooms (minimum): 30%
- Ground floor height (minimum) fronting public streets: 4.0m
- Principal Building Entrance shall face towards Wellington Road or the intersection of Wellington Road and Base Line Road East

Staff initially identified potential concerns with the proposed density of 1391 uph and the ability of the site to accommodate the proposed 250 units and their residents with appropriate amenities and facilities. Upon more detailed review, the proposed

development includes several features that staff are proposing to lock in as part of the special provisions to ensure they continue as part of the future detailed design.

Staff recommend recognizing the tower floorplate and interior yard tower setbacks to mitigate shadow impacts and protect for existing and future development on the adjacent properties.

Staff recommend including a minimum percentage of units with 2+ bedrooms to ensure the mix of unit sizes currently proposed.

Staff recommend including a minimum floor area for both indoor and outdoor amenity areas to ensure future residents have access to recreational areas beyond private balconies.

Finally, staff recommend including a minimum ground floor height and the location of primary entrances to face the Rapid Transit Boulevard to promote walkability and transit-oriented development, and to create a comfortable pedestrian environment along the street.

4.7 Issue and Consideration #7: Bicycle Parking

The applicant has requested a special provision to permit a minimum bicycle parking rate of 0.77 spaces per unit, for a total of 192 bicycle parking spaces. This includes 14 short-term bicycle parking spaces, whereas 25 are required, and 178 long-term bicycle parking spaces, whereas 225 are required.

The intent for the Rapid Transit Corridor Place Type is to be the most highly connected neighbourhoods with development that is pedestrian- and transit-oriented to support transit usage and provide convenient mobility options (TLP, Policy 827_ & 829_). The Rapid Transit Corridor Place Type is exempt from parking minimums for vehicles, and staff is supportive of the 118 proposed vehicle parking spaces for 250 units (0.47/unit). However, the requested reductions in long-term and short-term bicycle parking are not supported by Planning and Development and Transportation Staff and do not contribute to Key Direction #6 to place a new emphasis on creating active mobility choices to support safe, affordable, and healthy communities (TLP, Policy 60_1). While access to higher-order transit will be located nearby, cycling provides a no- to low-cost transportation alternative which emits zero emissions and promotes public health and activity.

Staff recommend maintaining the existing requirements in the Zoning By-law to ensure a minimum parking rate of 0.9 long-term bicycle spaces per unit, and 0.1 short-term bicycle parking spaces per unit. These bicycle rates were also recommended in the TIA provided by the applicant as part of a complete application.

In discussion with the applicant, they have indicated that, with slight modifications to their building design, they may be able to provide the required bicycle parking. Staff are recommending a minor increase to 65% coverage and 75m height to accommodate design changes. Staff recommend excluding canopies from the coverage calculation to promote overhead weather protection for outside bicycle parking. The increase to coverage and exclusion of canopies will not impact the required landscape open space.

Conclusion

The applicant has requested an amendment to the Official Plan and Zoning By-law to rezone the property from a Residential/ Bonus (R1-6/B-43) Zone and Automobile Service Station (SS1) Zone to a Residential Special Provision (R9-7(_)) Zone. Staff are recommending approval of the requested Official Plan and Zoning By-law Amendment with special provisions. Staff are recommending refusal of the reduction in bicycle parking.

The recommended action is consistent with the Provincial Policy Statement, 2020 and conforms to The London Plan policies including but not limited to Key Directions, the

City Structure Plan, City Design policies and the Rapid Transit Corridor Place Type. The recommended development is considered appropriate for the site and surrounding area.

Prepared by:	**Isaac de Ceuster** **Planner, Planning Implementation**
Reviewed by:	**Britt O'Hagan, MCIP, RPP** **Manager, Current Development**
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:
Catherine Maton, Manager, Planning Implementation
Michael Corby, 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 359 Wellington Road & 657 Base Line Road East

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 July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Rapid Transit Corridor Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a 23-storey apartment building, subject to the policies for Specific Area Policies contained in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 359 Wellington Road & 657 Base Line Road East in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for a 23-storey apartment building in a point tower form. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future; The recommended amendment conforms to The London Plan, including but not limited to Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of development for the site and surrounding neighbourhood.

D. THE AMENDMENT

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

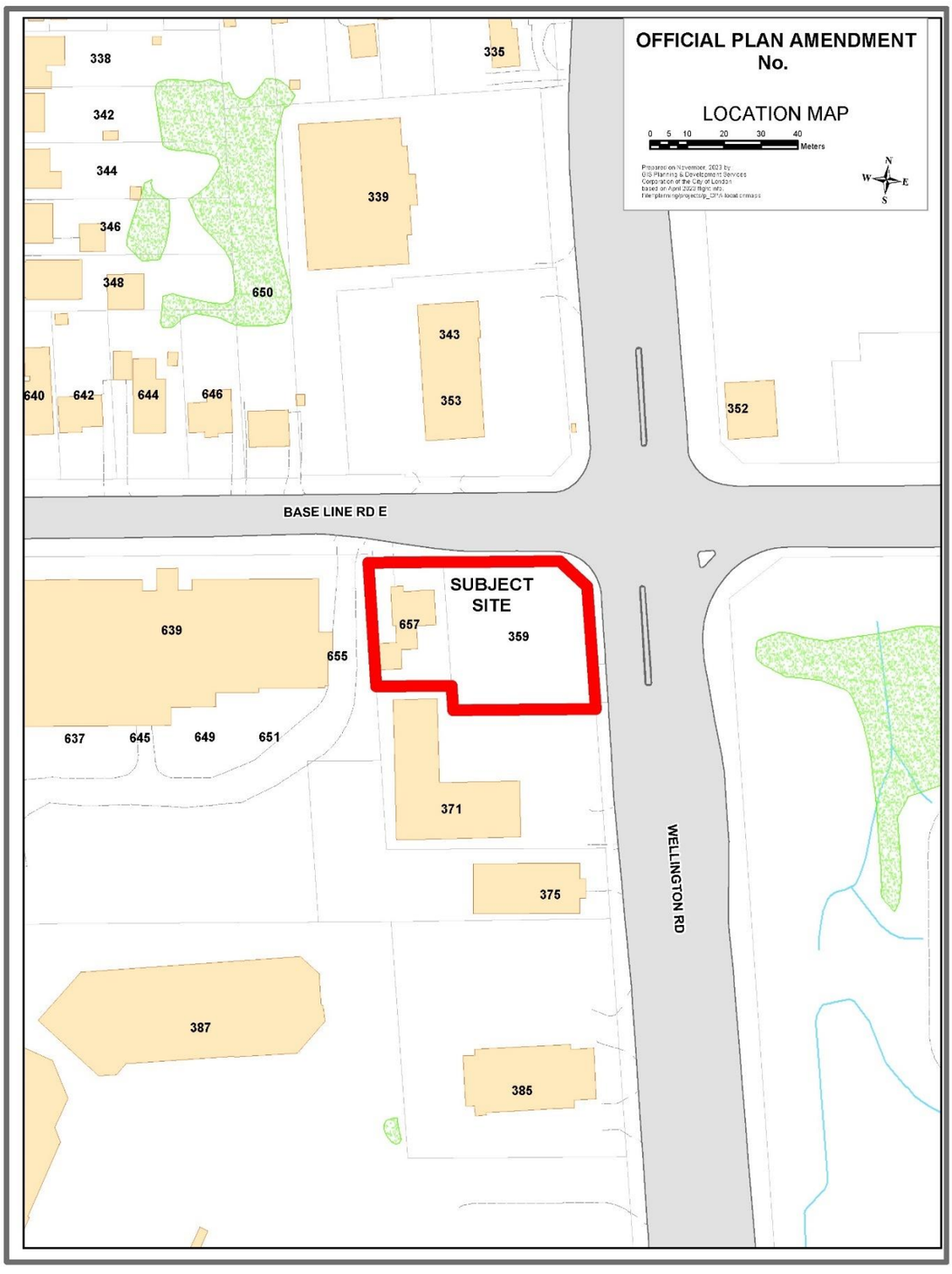
1. Specific Policies for the Rapid Transit Corridor Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

   (__) 359 Wellington Road & 657 Base Line Road East

   In the Rapid Transit Corridor Place Type located at 359 Wellington Road & 657 Base Line Road East, a 23-storey apartment building is permitted.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 359 Wellington Road & 657 Base Line Road East in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”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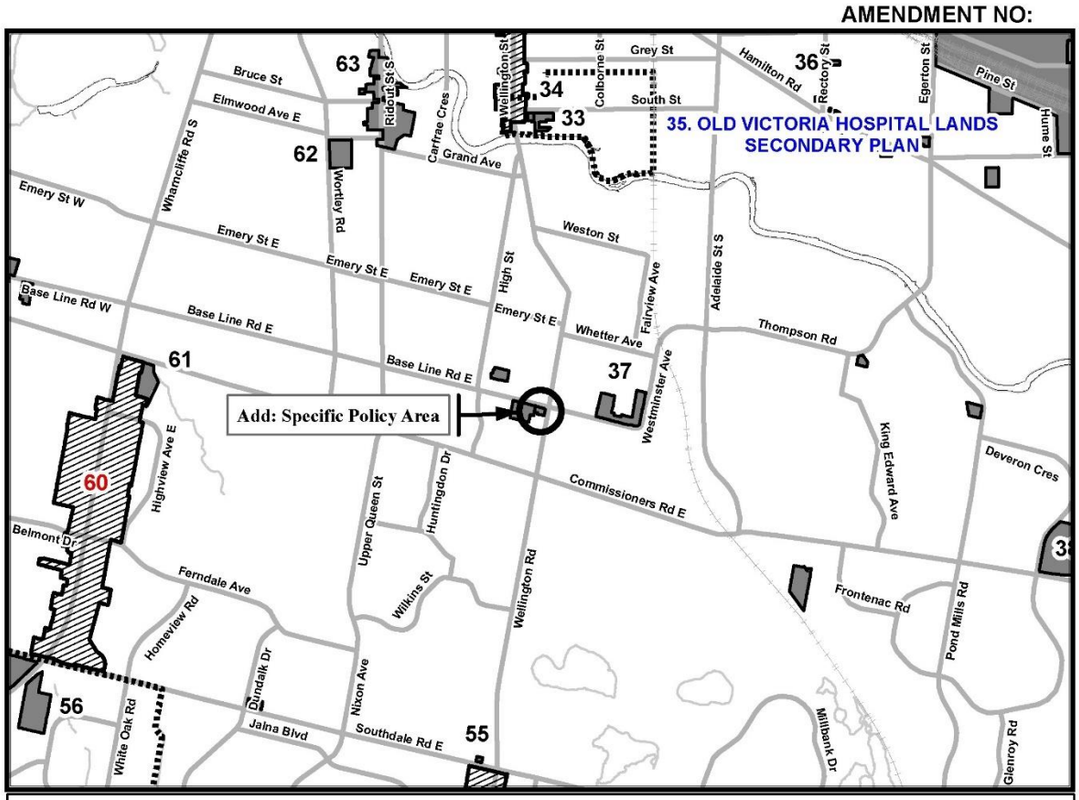

LEGEND

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

BASE MAP FEATURES

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

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

SCHEDULE 1
TO

OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development

Scale 1:30,000

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Meters

FILE NUMBER:	OZ-9719
PLANNER:	IDC
TECHNICIAN:	RC
DATE:	5/28/2024

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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 359 Wellington Road & 657 Base Line Road East.

WHEREAS LJM Developments c/o A.J. Clarke and Associated Ltd. has applied to rezone an area of land located at 359 Wellington Road & 657 Base Line Road East, as shown on the map attached to this by-law,

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 359 Wellington Road & 657 Base Line Road East, as shown on the attached map, **FROM** a Residential R1 (R1-6) Zone and Automobile Service Station (SS1) Zone **TO** a Residential Special Provision (R9-7(_)) Zone.

2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

   R9-7(_) 359 Wellington Road & 657 Base Line Road East

   a. Regulations

      i) Height (maximum): 75 metres
      ii) Density (maximum): 1391 units per hectare
      iii) Front Yard Setback (minimum) from the ultimate ROW of Wellington Road: 0.8 metres
      iv) Exterior Side Yard Setback (minimum): 0.8 metres
      v) Interior Side Yard Setback - south (minimum): 1.5 metres
      vi) Rear Yard Setback – main building (minimum): 8.4 metres
      vii) Rear Yard Setback – parking garage (minimum): 0.3 metres
      viii) Landscaped Open Space (% minimum): 14%
      ix) Lot coverage (maximum): 65%, excluding canopies
      x) Building floor plate above the 6th storey: 800 square metres
      xi) Tower setback above the 6th storey – south (minimum): 10 metres
      xii) Tower setback above the 6th storey – west (minimum): 11.5 metres
      xiii) Interior amenity space (minimum): 400m^2
      xiv) Common outdoor amenity space – rooftop (minimum): 150m^2
      xv) Percentage of units to be 2 or more bedrooms (minimum): 30%
      xvi) Ground floor height (minimum) fronting public streets: 4.0 metres
      xvii) Principal Building Entrance shall face towards intersection of Wellington Road and Base Line Road East
      xviii) To permit unlimited encroachments for balconies and canopies.

3. 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.

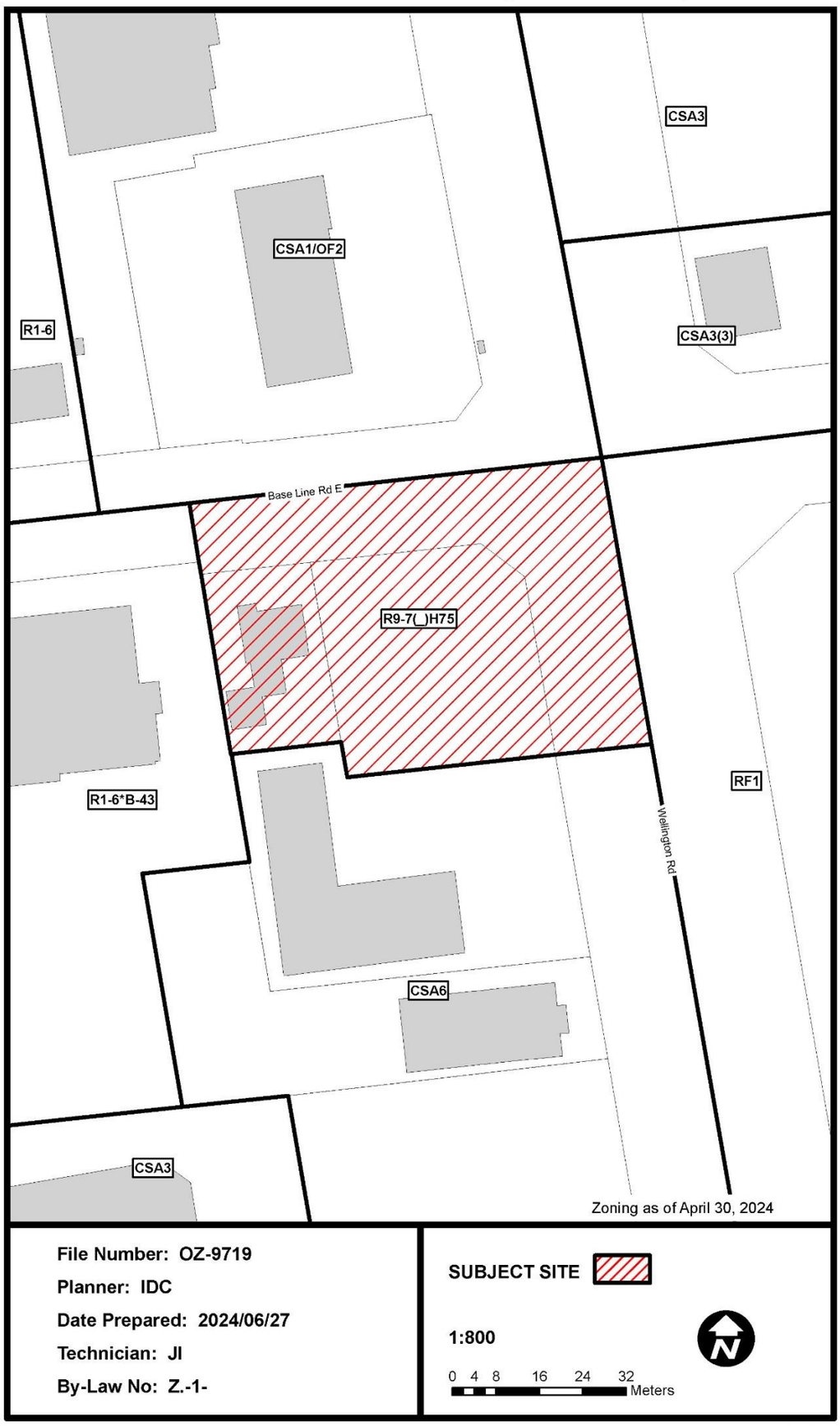
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential & Vacant
Frontage	Base Line Road East: 31.0m (101.7 ft); Wellington Road: 33.5m (109.9 ft)
Depth	40.0 metres (131.2 ft)
Area	0.17 hectares (0.42 acres)
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Commercial/retail and low-density residential
East	Institutional (London Health Sciences Centre)
South	Commercial/retail
West	9-storey retirement community and low-rise residential

Proximity to Nearest Amenities

Major Intersection	Base Line Road East & Wellington Road, 0 metres
Dedicated cycling infrastructure	Ridout Street South, 950 metres
London Transit stop	Base Line Road East, 0 metres; Wellington Road, 25 metres
Public open space	Rowntree Park, 750 metres
Commercial area/use	Skyline Commercial London South, 200 metres
Food store	Metro, 300 metres
Community/recreation amenity	Glen Cairn Community Centre, 4,500 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Rapid Transit Corridor Place Type, Rapid Transit Boulevard (Wellington Road) and Neighbourhood Connector (Base Line Road East)
Current Special Policies	Rapid Transit Corridor Protected Major Transit Station Area
Current Zoning	SS1 & R1-6

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site-specific Policy Area to permit maximum height of 23-storeys
Requested Zoning	Residential R9 Special Provision (R9-7(_))

Requested Special Provisions

Regulation (R9-7)	Required	Proposed
Exterior Side yard (minimum) metres	6.0	0.8
Lot coverage (maximum) %	30	61
Bicycle Parking Spaces (long-term) ratio	0.9	0.76
Height (maximum) metres	N/A	72.9
Maximum density (uph)	150	1391

C. Development Proposal Summary

Development Overview

The development proposal is comprised of a 23-storey apartment building with a total of 250 residential units, for a maximum density of 1391 uph.

Proposal Statistics

Land use	Residential
Form	Apartment
Height	23 Storeys (72.9 metres)
Residential units	250
Density	1391 units per hectare
Gross floor area	25,035^2
Building coverage	61%
Landscape open space	14%
Functional amenity space	Indoor & outdoor amenity space, private balconies
New use being added to the local community	Yes

Mobility

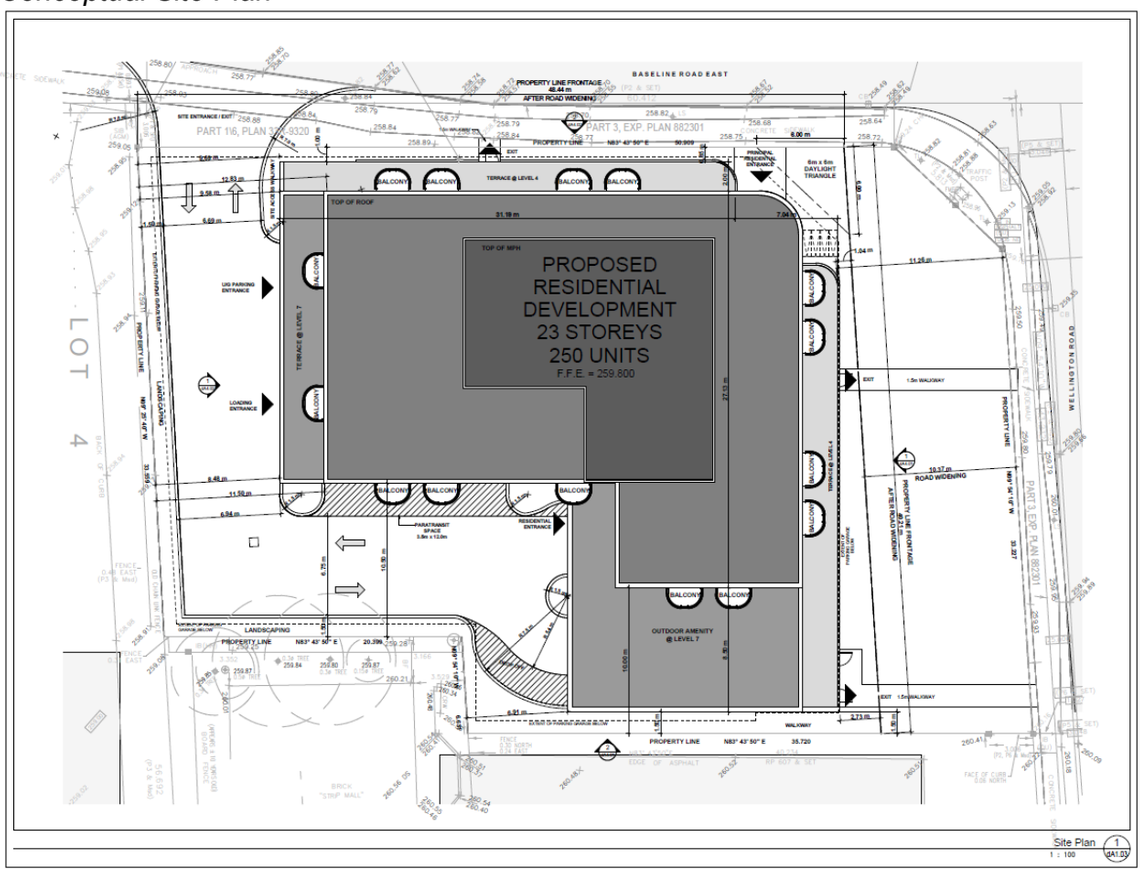
Parking spaces	150 underground,
Vehicle parking ratio	0.6 spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	192
Secured bike parking ratio	0.77 spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environmental Impact

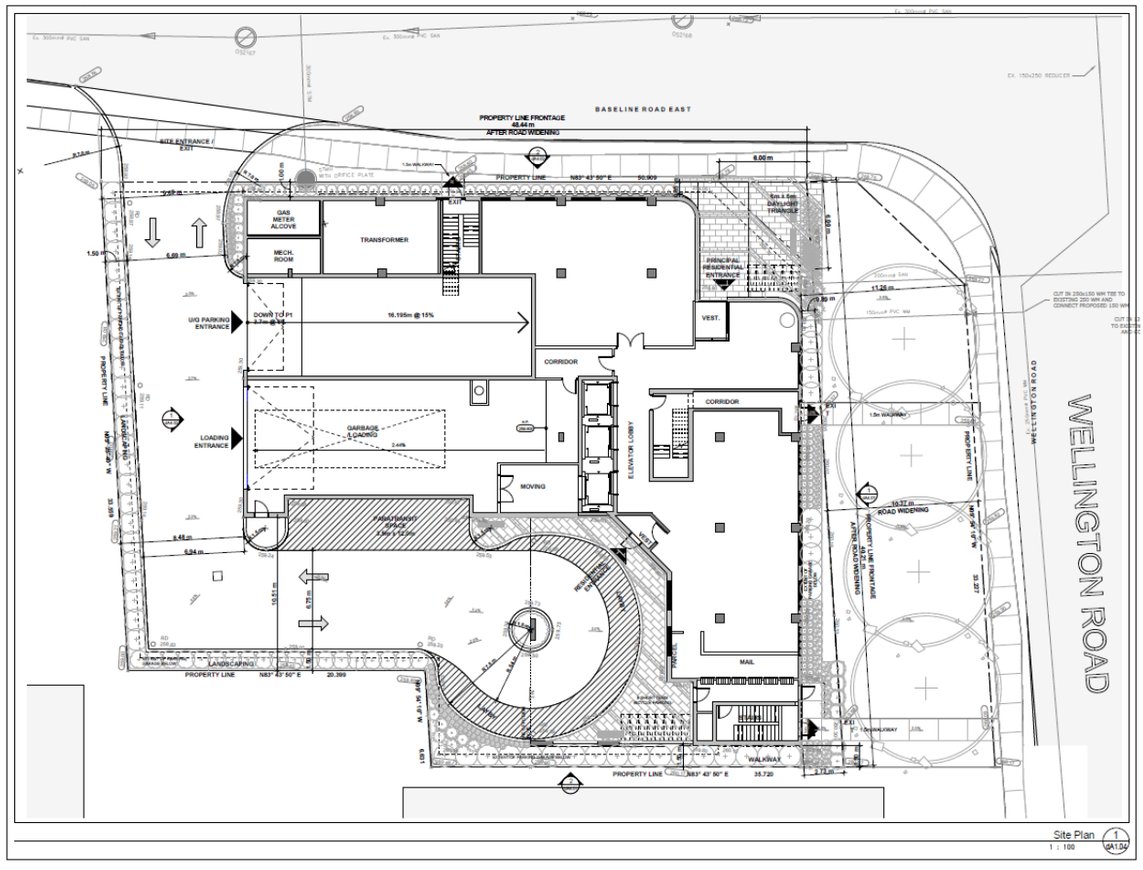
Tree removals	9
Tree plantings	Yes TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	TBD

Appendix D – Additional Plans and Drawings

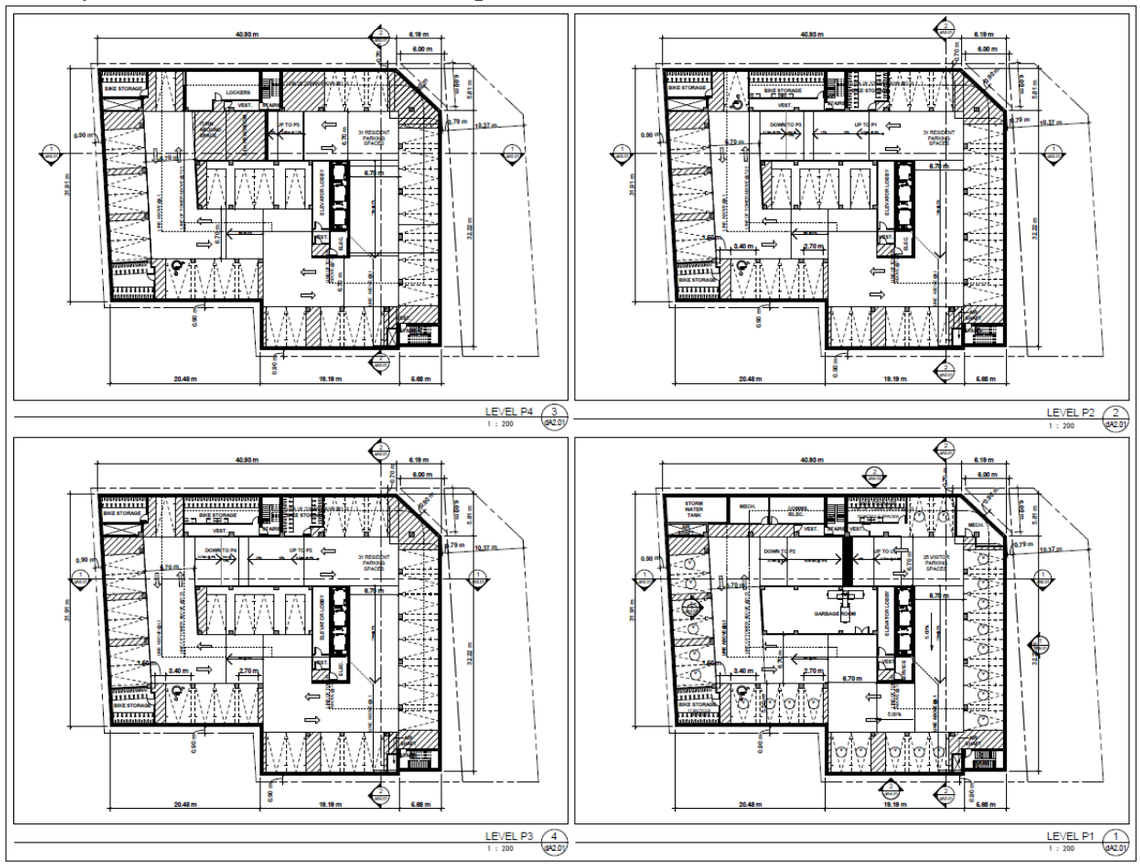
Conceptual Site Plan



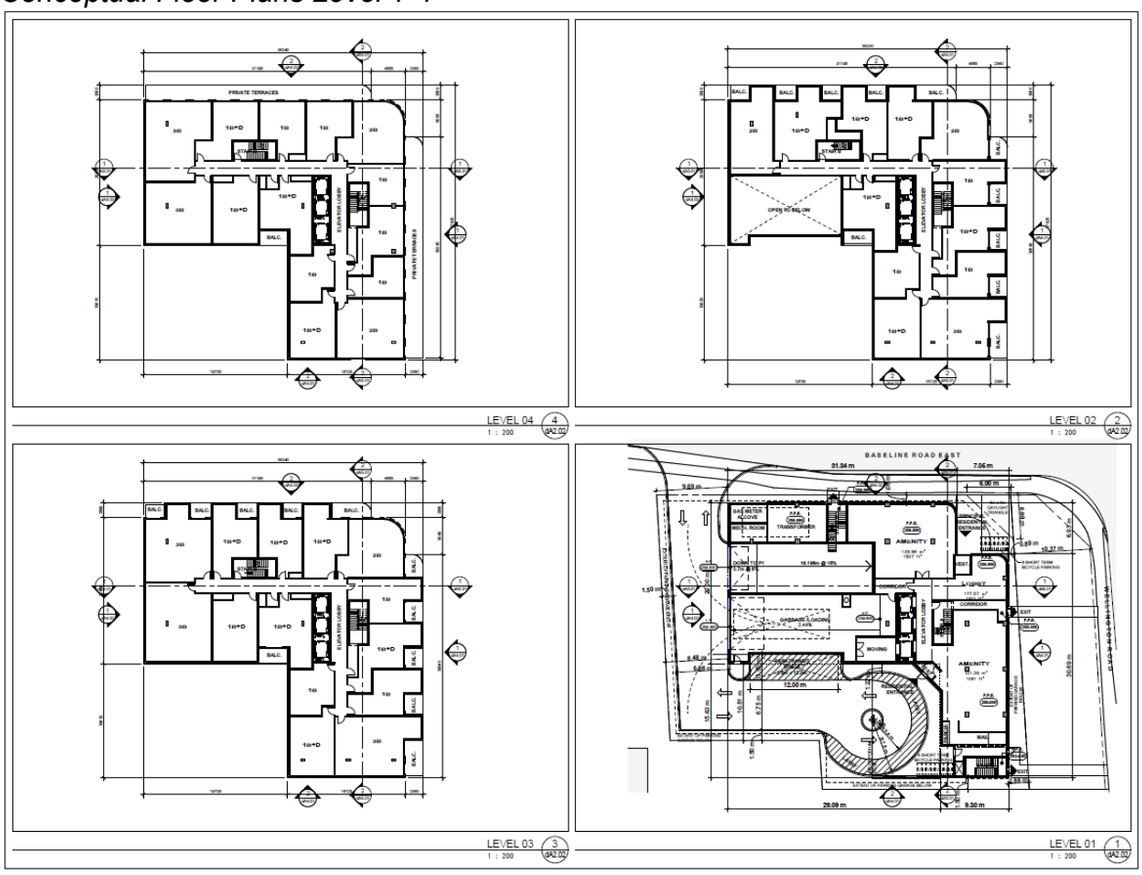
Conceptual Plan Level 1



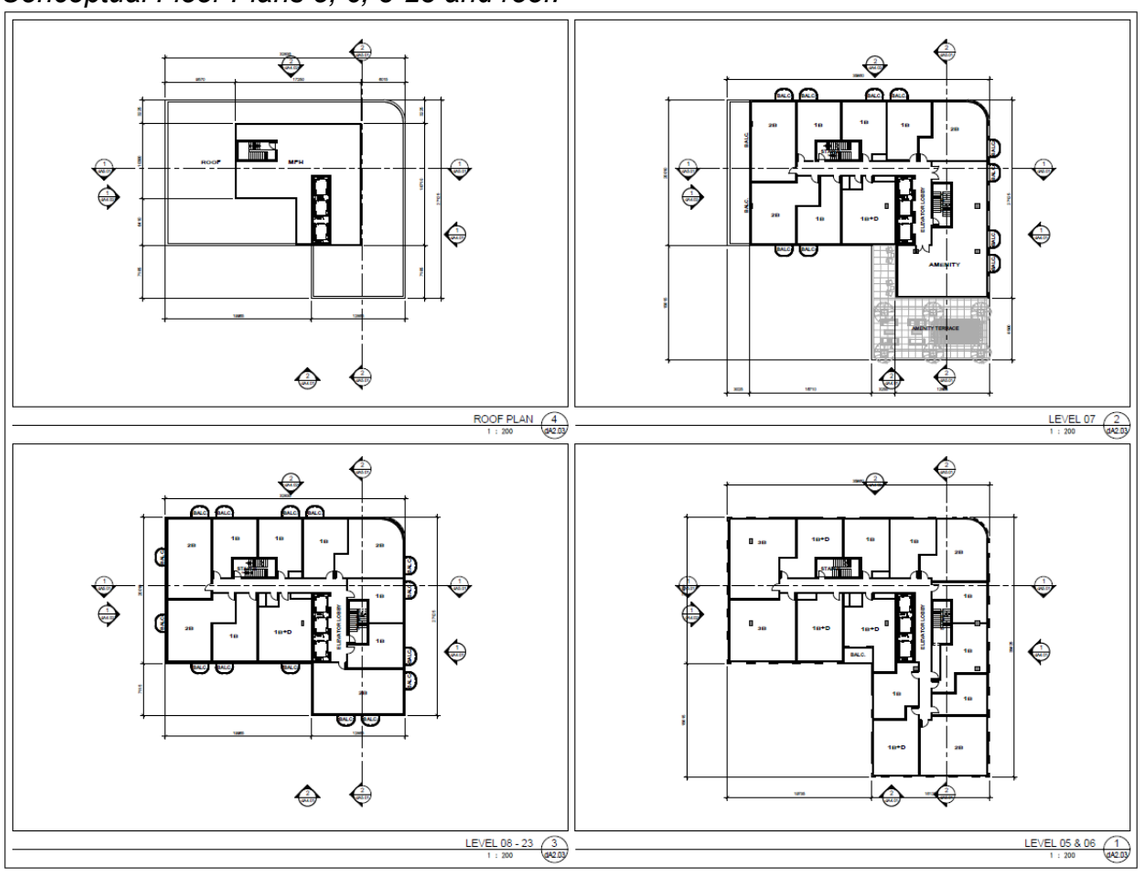
Conceptual Floor Plans Level Parking 1-4



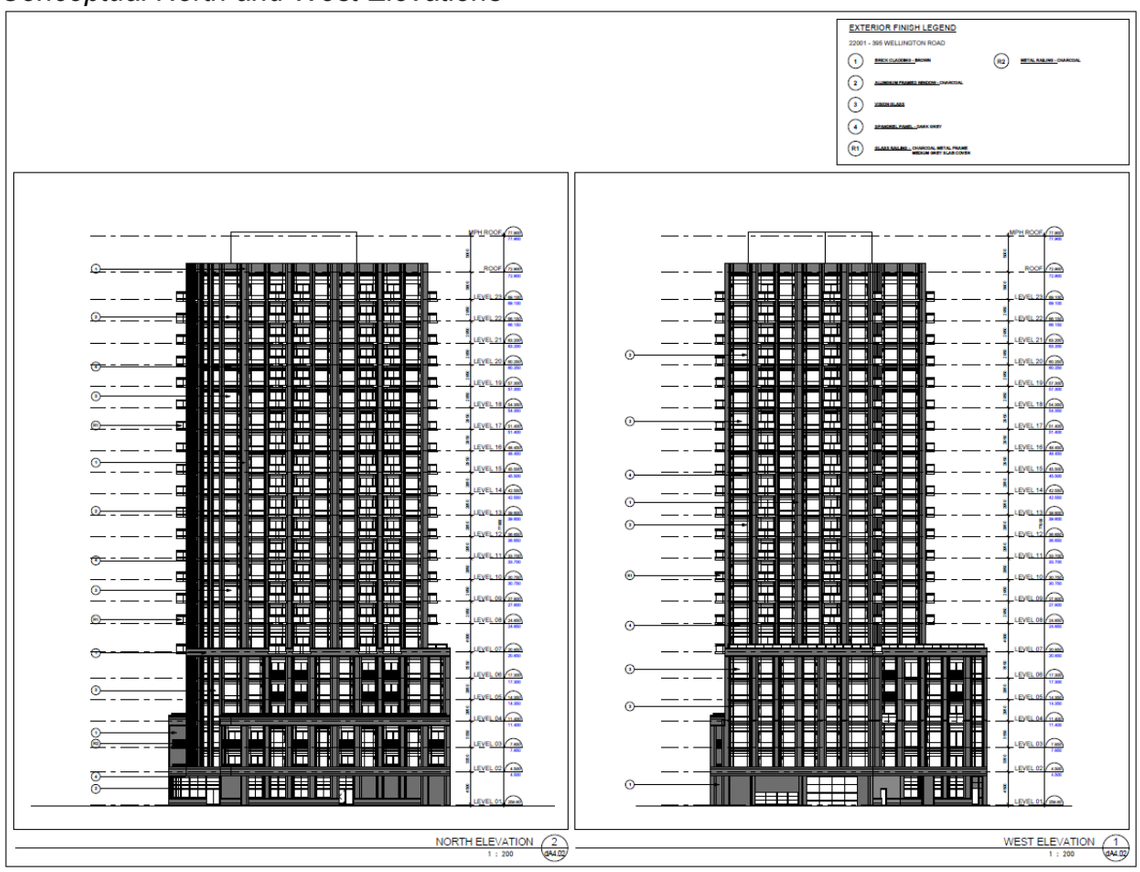
Conceptual Floor Plans Level 1-4



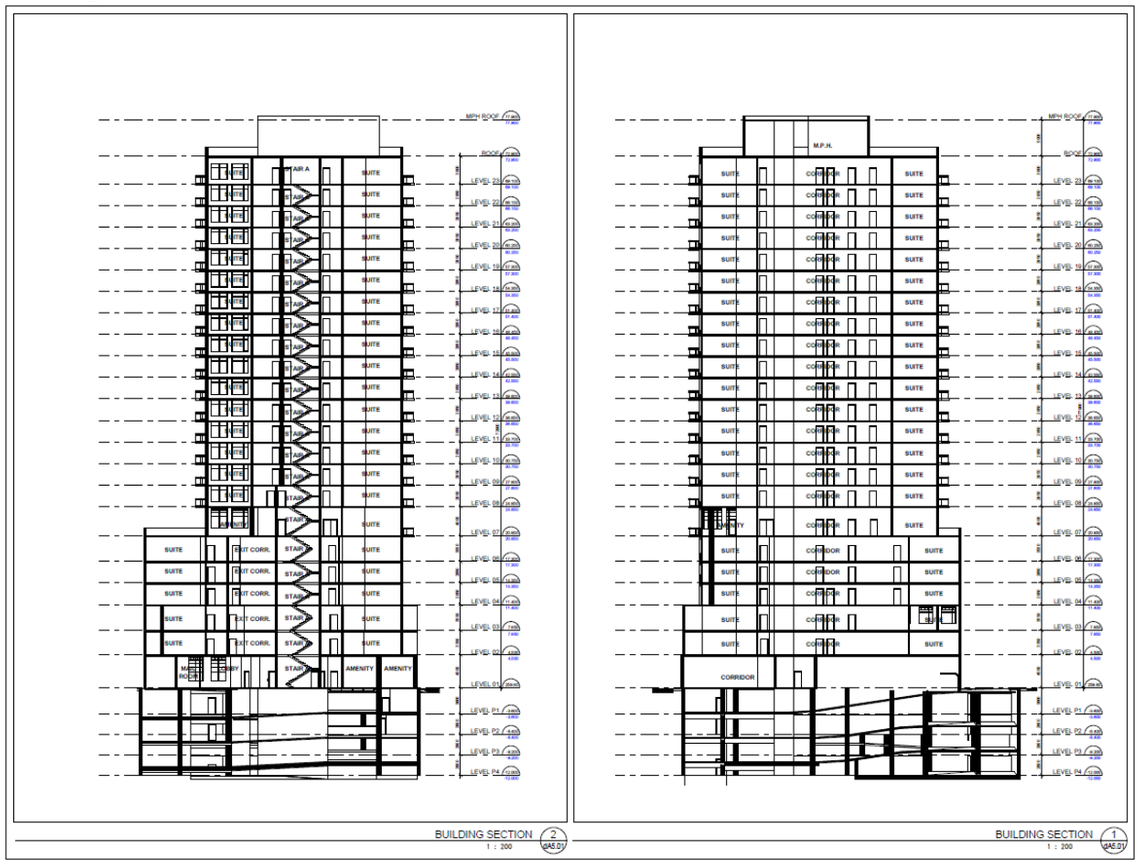
Conceptual Floor Plans 5, 6, 8-23 and roof.



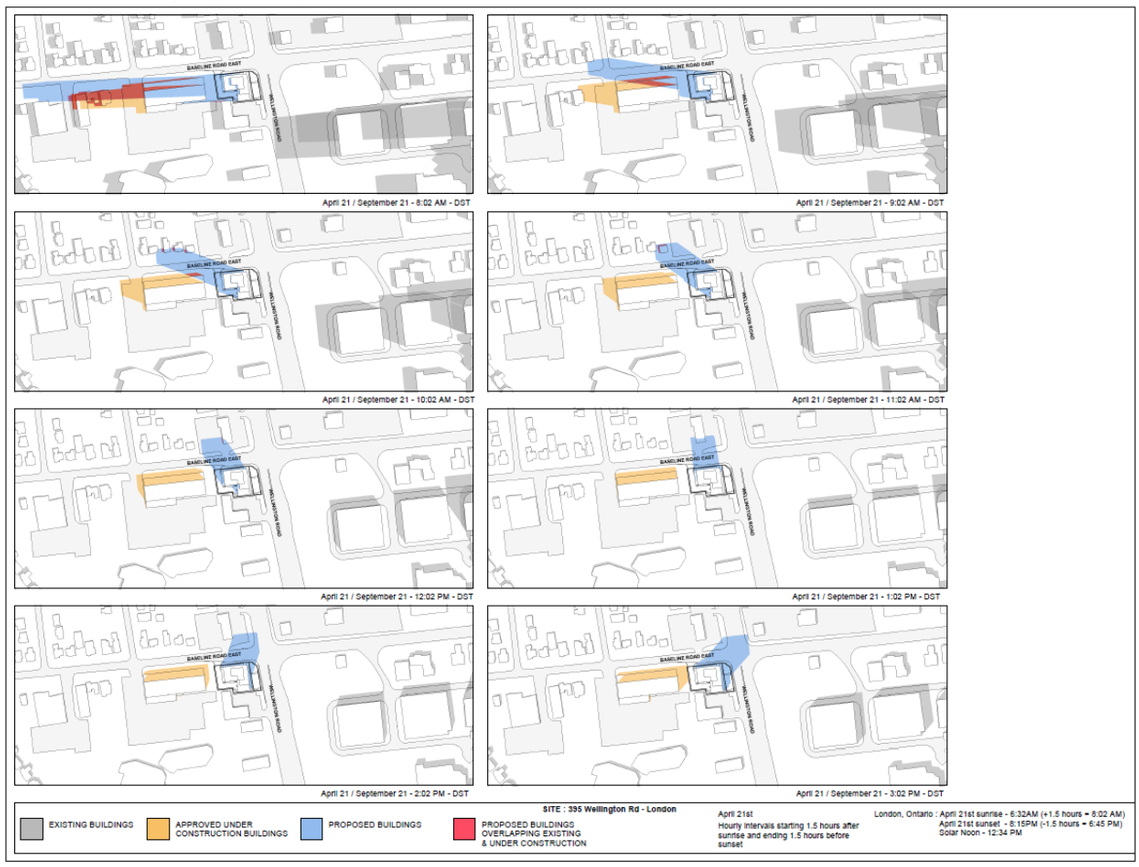
Conceptual North and West Elevations

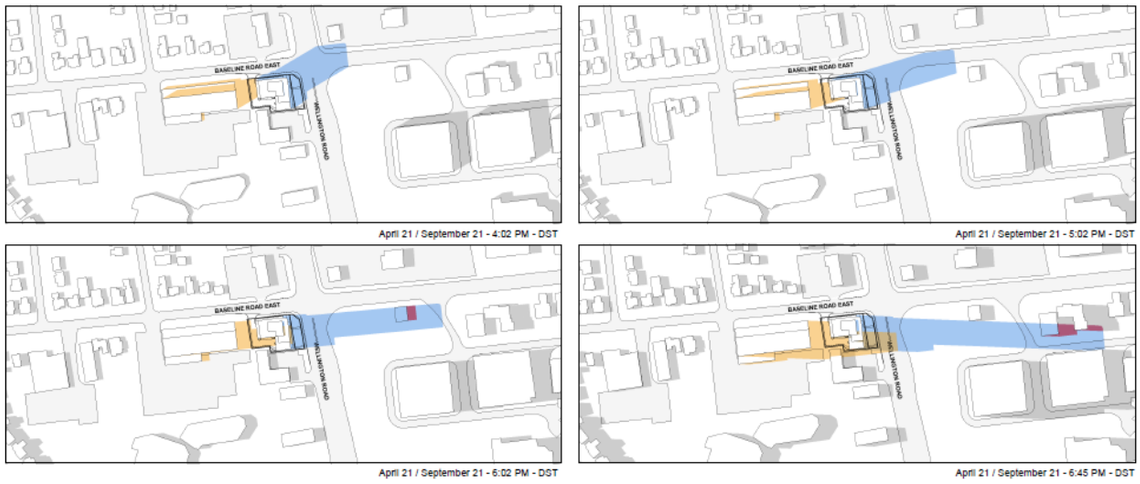


Building Sections

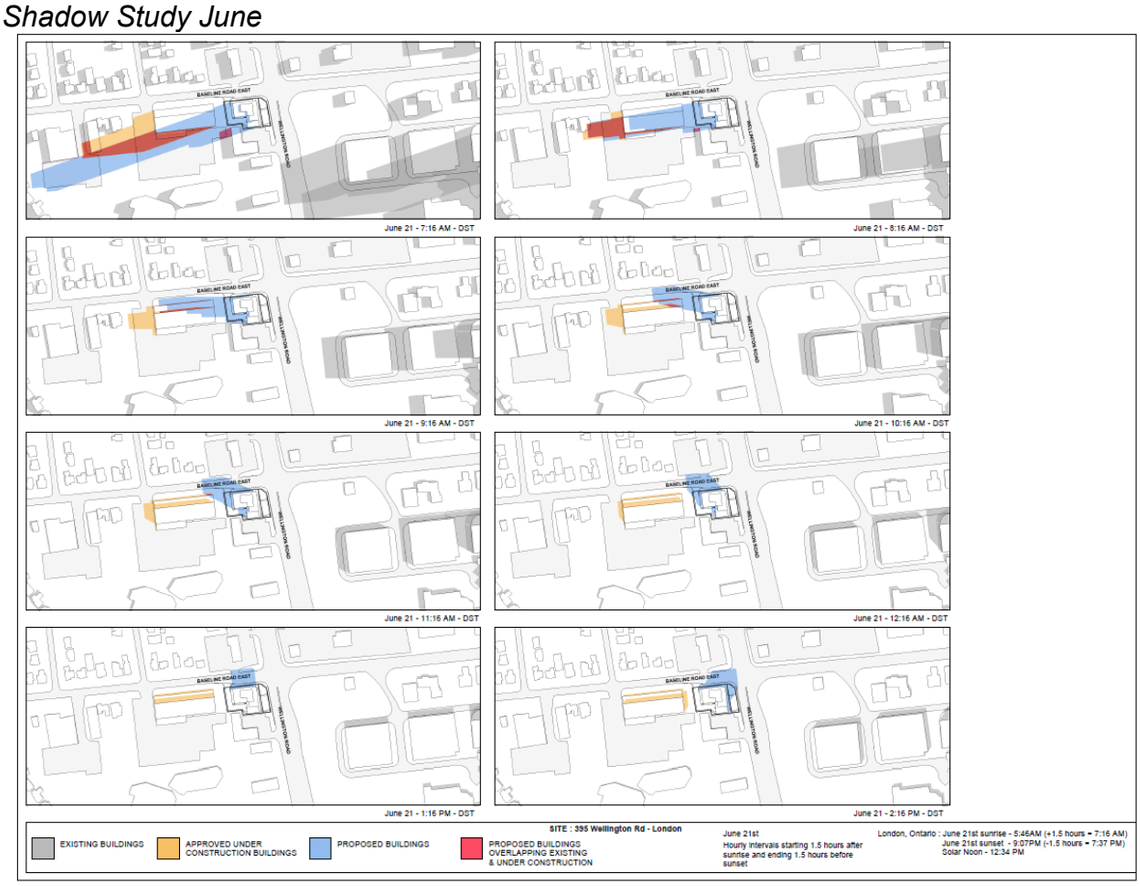


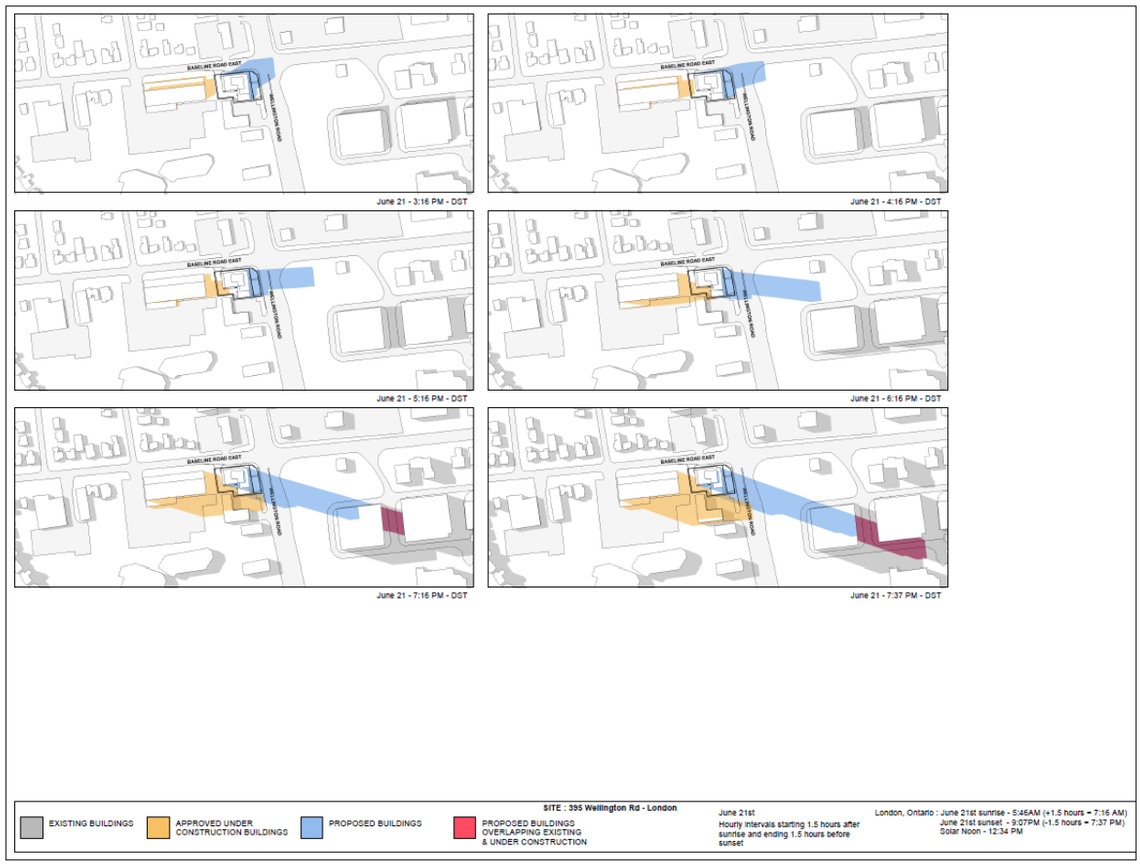
Shadow Study April/September



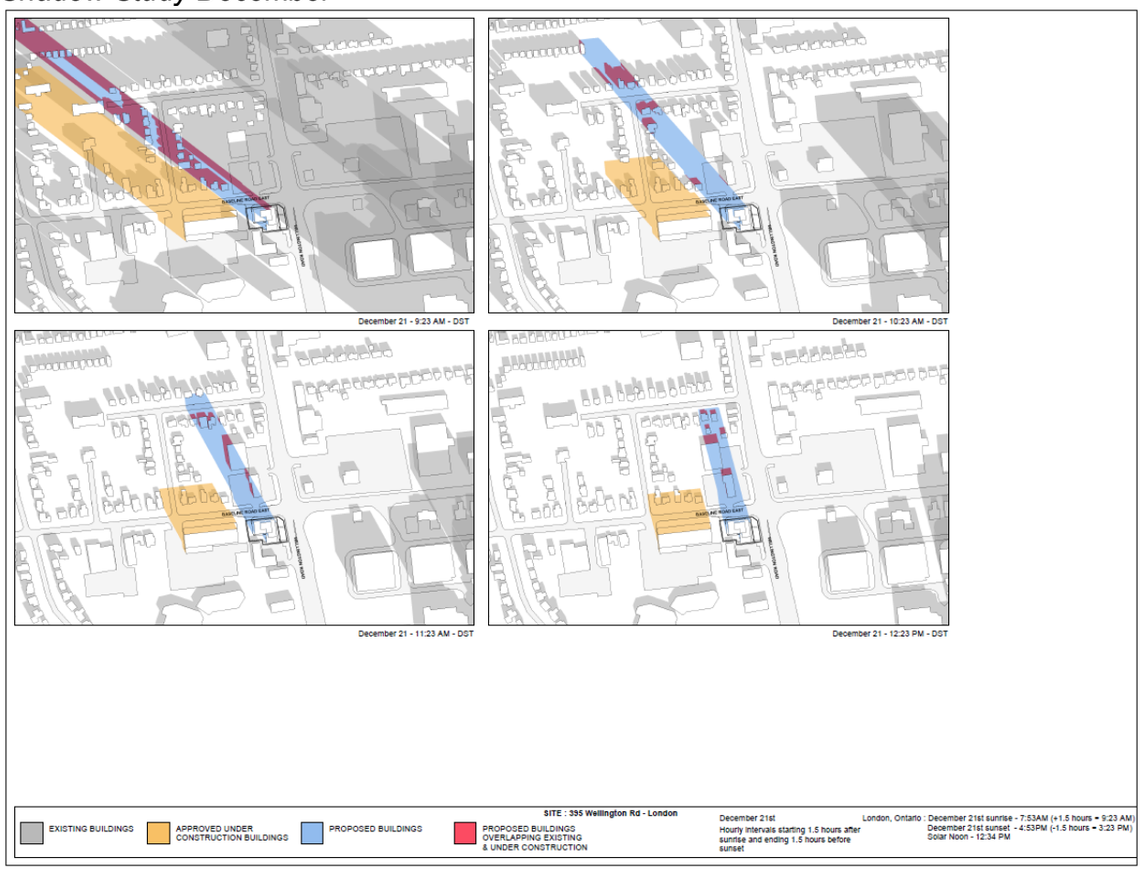


Shadow Study June

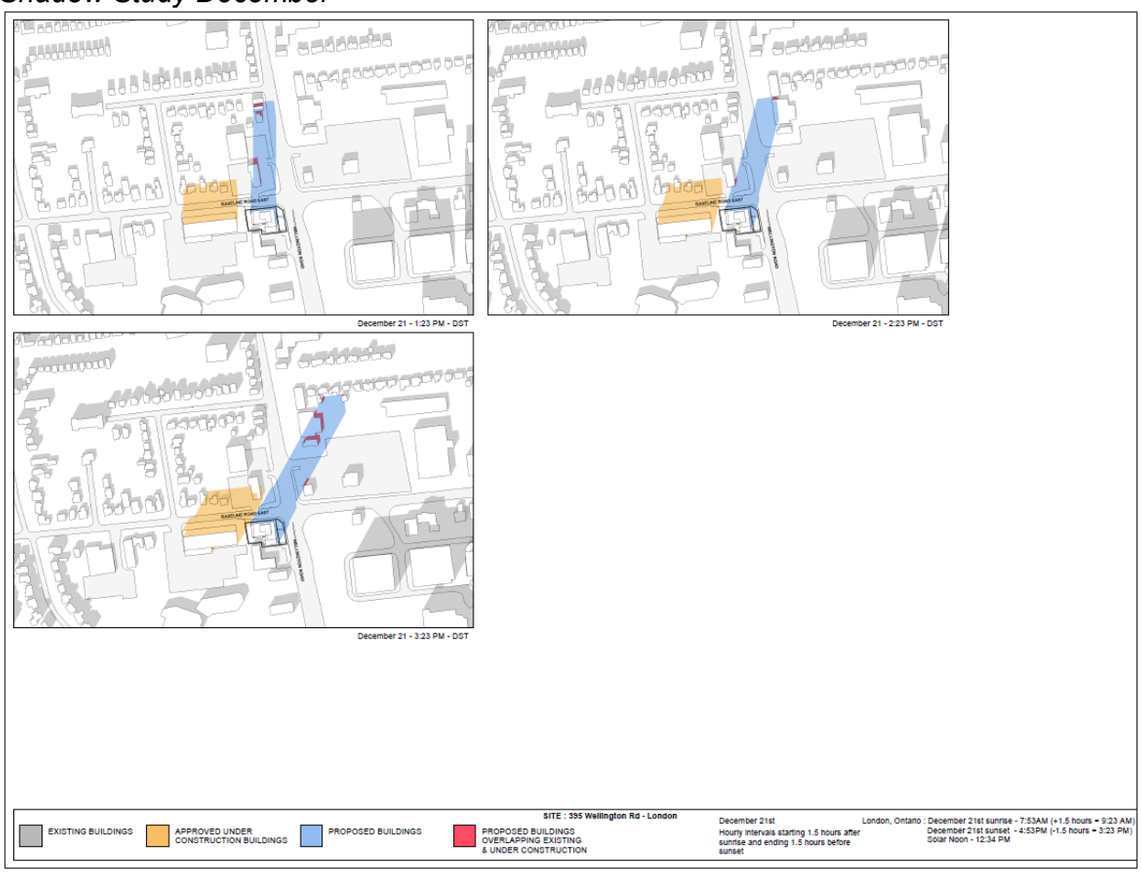




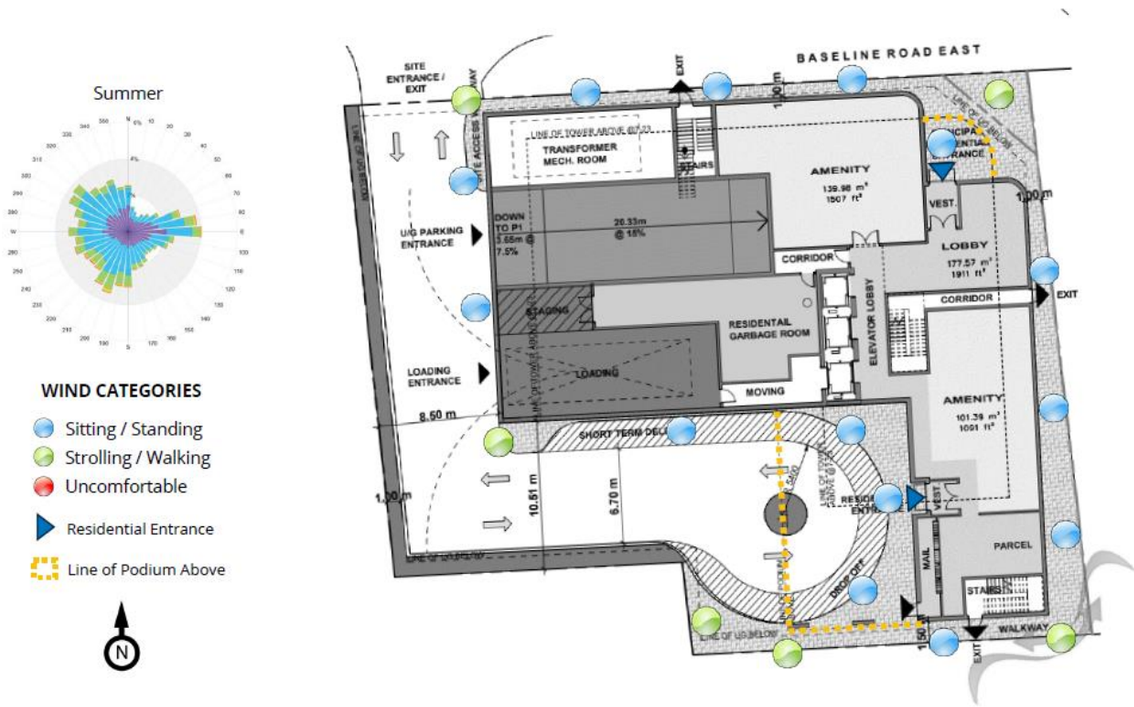
Shadow Study December



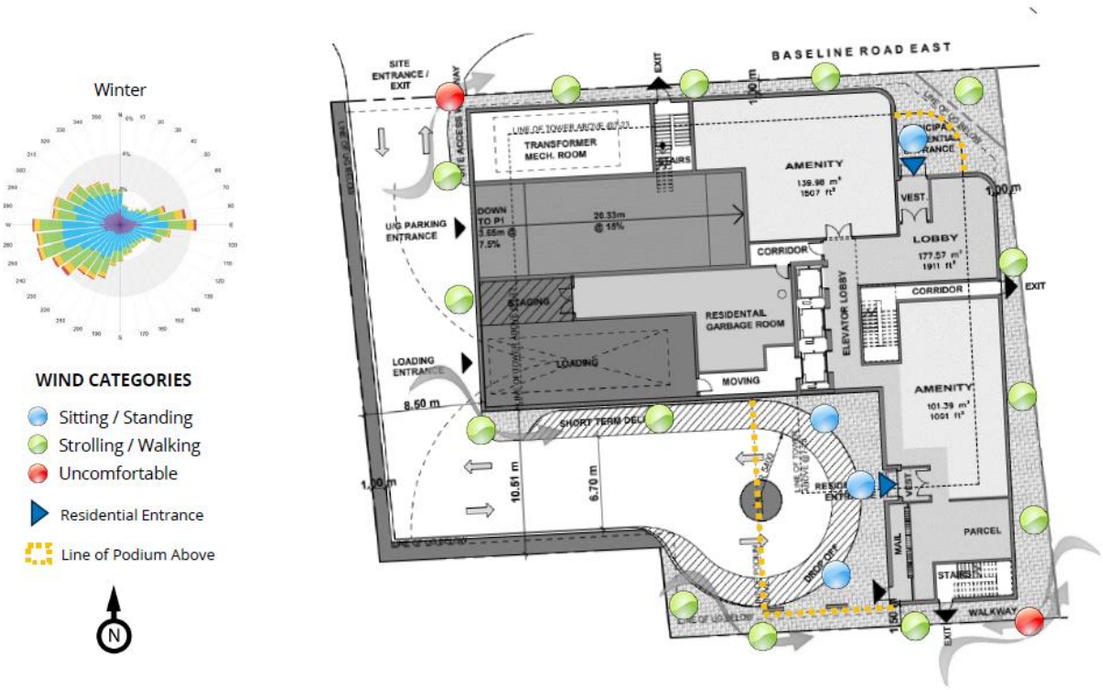
Shadow Study December



Wind Study – Predicted Wind Conditions on Ground Level - Summer

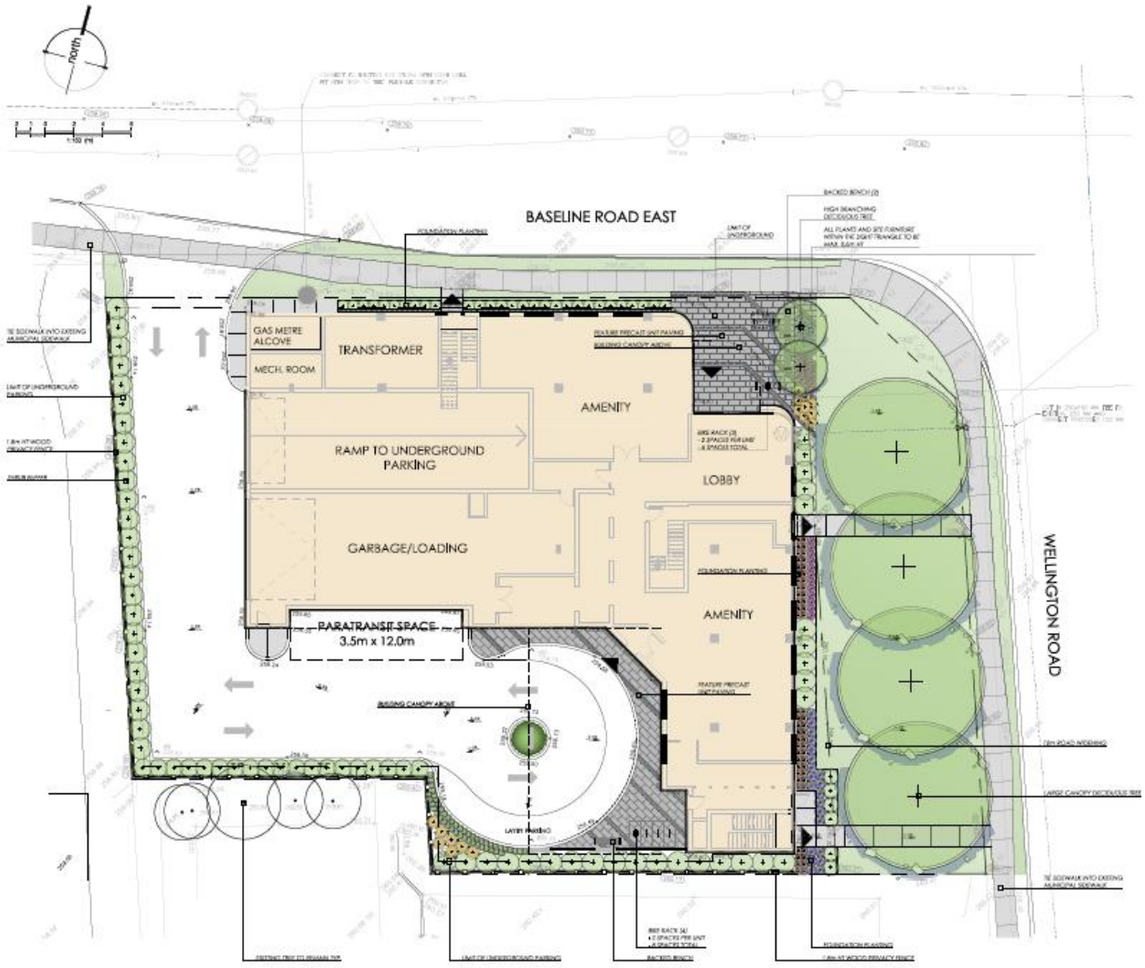


Wind Study – Predicted Wind Conditions on Ground Level - Winter

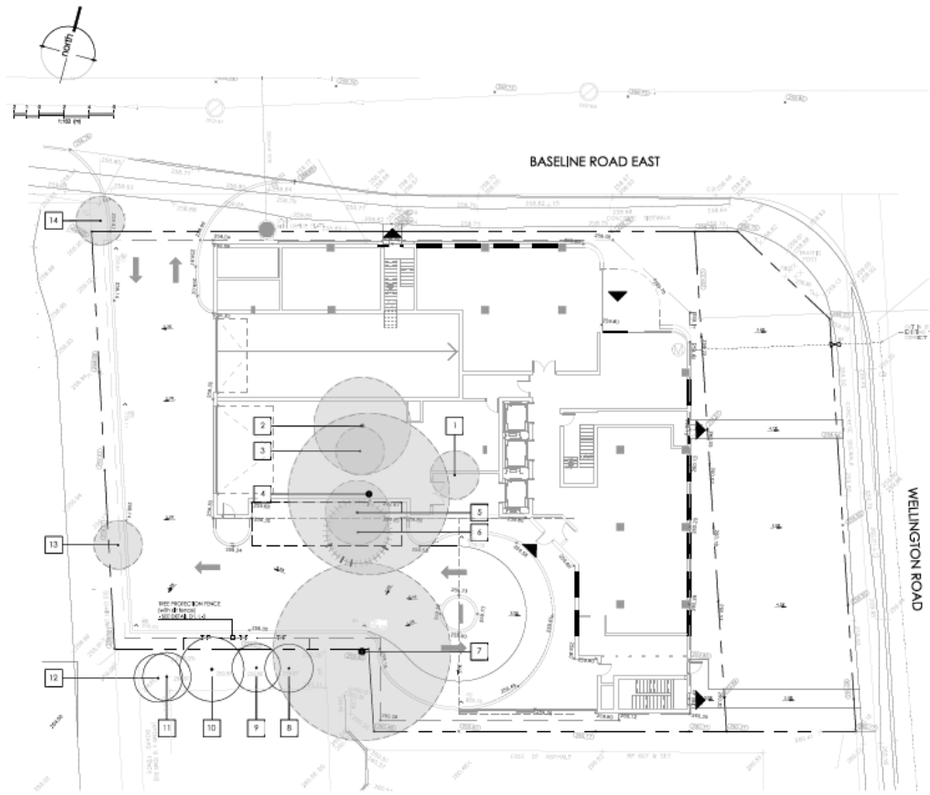


Rendering

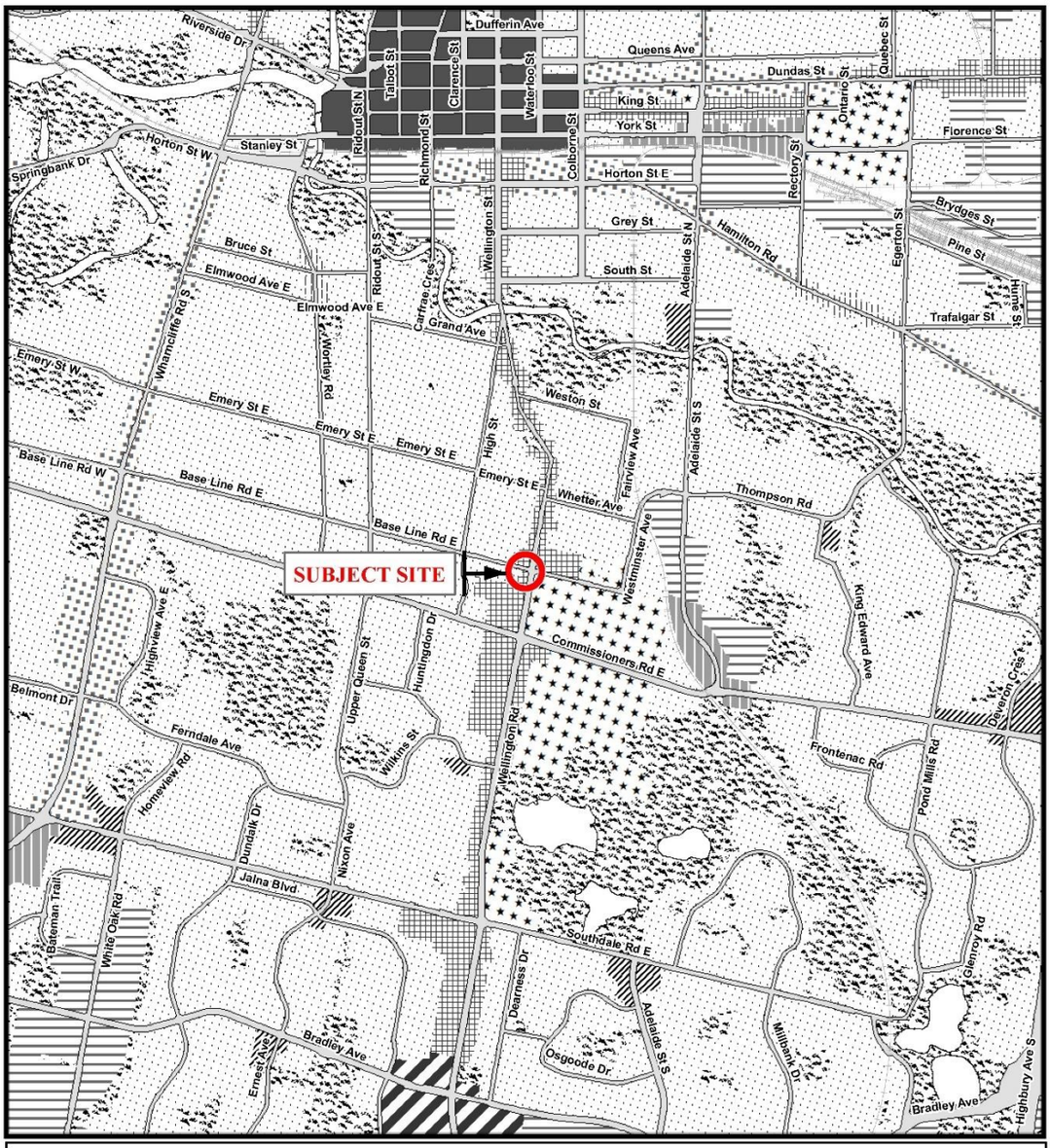
Conceptual Landscape Plan



Tree Protection Plan



London Plan Map 1 – Place Types



Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

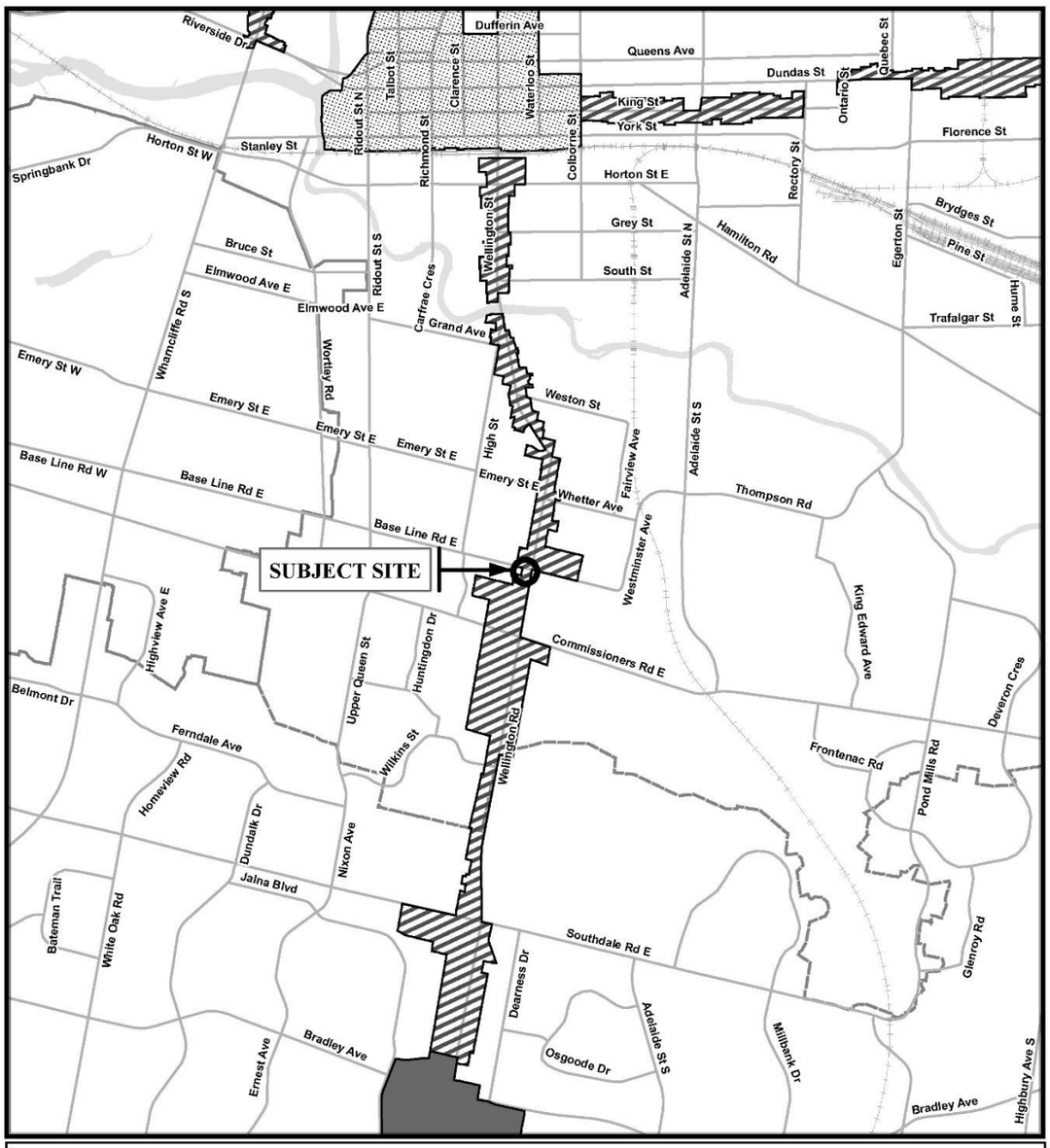
Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	OZ-9719
Planner:	IDC
Technician	RC
Date:	2024/5/28

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\OZ-9719-EXCERPT_Map1_PlaceTypes.mxd

London Plan Map 10 – Protected Major Transit Station Areas



LEGEND

- Downtown Protected Major Transit Station Area
- Rapid Transit Corridor Protected Major Transit Station Area
- Transit Village Protected Major Transit Station Area

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 10 - Protected Major Trasit Station Areas of the London Plan, with added notations.

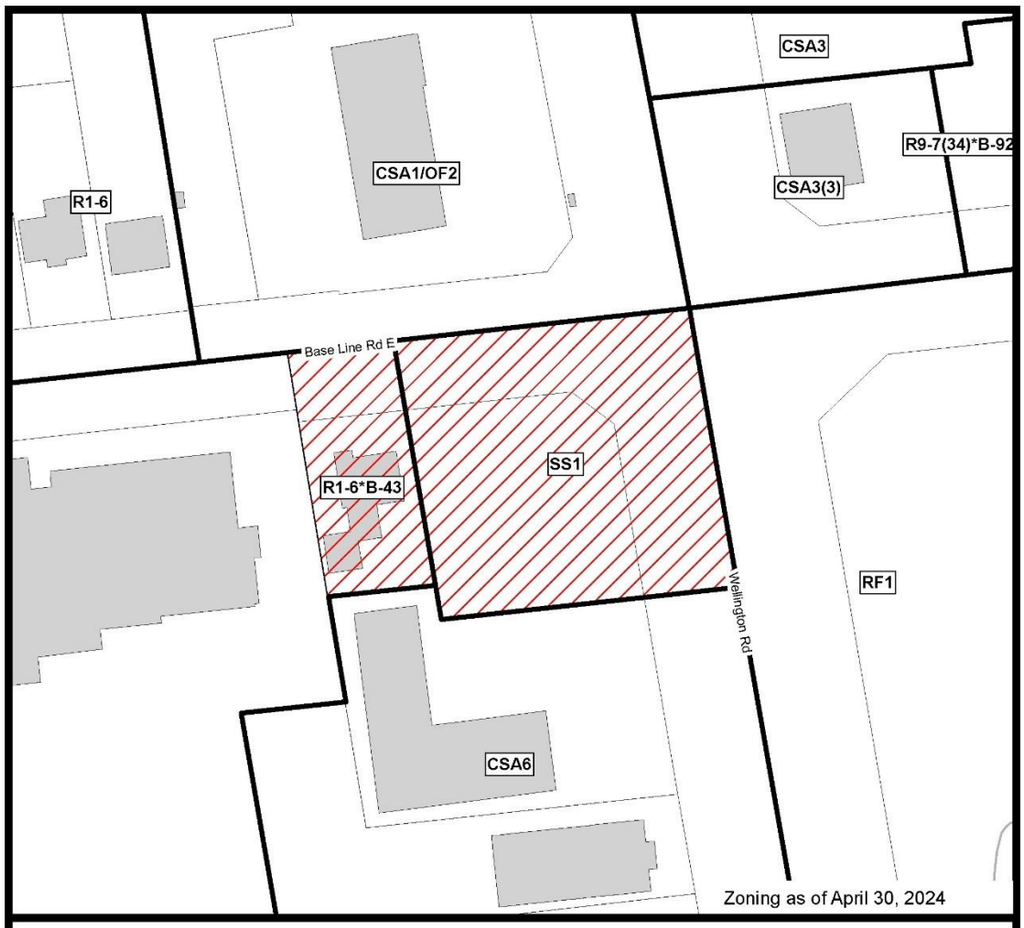
CITY OF LONDON
Official Plan
LONDON PLAN MAP 10
- PROTECTED MAJOR TRANSIT STATION AREAS -
PREPARED BY: Planning & Development

Scale 1:30,000
0 150 300 600 900 1,200 1,500
Meters

File Number:	OZ-9719
Planner:	IDC
Technician	RC
Date:	5/28/2024

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\OZ-9719-EXCERPT_Map10_ProtectedMajorTransitStationAreas.mxd

Zoning By-law No. Z.-1 Schedule A



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6*B-43 & SS1

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO: OZ-9719 IDC

MAP PREPARED: 2024/05/28 RC

1:1,000

0 5 10 20 30 40 Meters

Appendix E – Internal and Agency Comments

Site Plan

Major Issues
- None

Matters for OPA/ZBA
- Special provisions required for reduced front yard depth, exterior side yard depth, interior side yard depth, rear yard depth, landscaped open space, lot coverage, site-specific height, density, short-term bicycle parking, long-term bicycle parking and encroachments for balconies and canopies.

Matters for Site Plan
- None

Engineering

Comments to the Zoning Application and PEC Report:

Wastewater:

- The downstream sewer is combined (storm and sanitary) and therefore there is no available capacity. However, upon completion of the BRT project along Wellington, there will be a dedicated sanitary sewer that will have additional capacity for development.

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

WATER ENGINEERING COMMENTS:

- Water is available via the municipal 250mm watermain on Wellington Road.
- A connection to the trunk 900mm watermain is not permitted.
- A water servicing brief addressing domestic demands, fire flows, and water quality.
- Confirm looping requirements for the apartment building based on the number of units and the height of the building.

STORMWATER ENGINEERING COMMENTS:

- The proposed land use of a high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per attached as-constructed 11955, the site is tributary to the existing MH 3M107, with a split drainage area between the two fronting roads. The applicant should be aware that any peak flows beyond the existing discharge from this site will have to be accommodated on-site through SWM controls, for all storm events. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc. With this in mind, SWED is amenable to a connection to the either the 1075 storm sewer on Wellington Road or the 975 storm sewer on Base Line Road E, with this stormwater management strategy.
- However, the consultant may wish to take the opportunity to coordinate the servicing strategy and timing of the proposal with the of the City's "Rapid Transit and Infrastructure Improvements - Wellington Gateway" project. One of the fronting sewers may be upsized, providing the applicant opportunity to reduce the site's required storage. If the proponent was to take advantage of future proposed storm servicing, the allowable release rates for the site would be determined per the RT design, superseding the Case 4 PPS requirements below.

- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
    - the flow from the site must be discharged at a rate equal to or less than the existing condition flow up to and including 100-year storm events.;
    - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
    - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
    - "normal" level water quality is required (70% TSS removal) as per the MOE guidelines and/or as per the EIS field information; and
    - shall comply with riparian right (common) law.

  The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements, as well as demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not be exceeded.
- The City cannot confirm a storm PDC exists to service the property. As per the Drainage By-law, the consultant would be required to provide for a storm PDC.
- 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.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage. The consultant is encouraged to make use of rooftop storage.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

<u>TRANSPORTATION ENGINEERING COMMENTS:</u>

- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, light standards, fire hydrants, etc.
- Ensure 1.5m clearance between proposed access and any hydro pole/signal poles/light standards and/or fire hydrant. Ensure 2m clearance for communication pedestals;
- Proposed access doesn't meet minimum spacing requirement as per City's Access Management Guideline and therefore it shall be restricted to right-in/out by constructing median along Base Line Rd;
- Alternatively, it is also recommended to review possibility of moving access to Wellington Rd so that it can be restricted to RIRO by the median RT project is constructing. If this option is being considered, it is further recommended to coordinate with Transportation team before finalizing design;
- Additionally, Transportation is concerned with the location of U/G parking ramp and loading space. They are deemed very close to Base Line Rd and expected to create queuing and spill back of traffic on Base Line Rd;
- Demonstrate, to the satisfaction of the City, that U/G parking ramp, loading/ waste collection will not create optional and safety concern.

Road widening comments:

- Road widening land dedication is required prior to Site Plan Approval. Ensure draft reference plan has been submitted to Geomatics (Geomatics@london.ca) for review. Once the draft refence plan is approved, please have your lawyer work with Geomatics to dedicate the lands;

- 657 Baseline Rd E:
    - No widening is required along the Base Line Road frontage to meet 11.5m dedication from C/L of the road as per the London Plan. Because the frontage is currently 13.058m from C/L of road.

- 359 Wellington Rd:
    - No widening required along Base Line Rd;
    - Wellington Road frontage is subject to a 10.370 metre widening to achieve 25.0m from C/L as per the London Plan;
    - A 6m x 6m daylight triangle will need to be reconstituted at the intersection.

Transportation

Please find TP&D's comment on the notice of application for 359 Wellington Rd and 657 Base Line Rd E (OZ-9719):

- Traffic impact study confirms that eastbound queueing at the intersection of Base Line Rd and Wellington Rd blocks site driveway. The left-out movement from the site driveway is unsafe and poses operation challenge to Base Line Rd and the intersection. Therefore, it must be restricted to the right-in/out movement by installing median island along Base Line Rd. As per City's Access Management Guideline, the island needs to be extended from the intersection all the way 25m passed the west curb radii.
- In order to reduce auto dependency, it is recommended to implement TDM measures such as unbundled parking, one time transit passes for new tenets, transit awareness program, carpool advisory program, more bicycle parking spaces, bicycle repair station, carshare options, etc.
- Further, as noted in the Traffic Impact Study report, the minimum bicycle parking should be provided at a rate of 1.0 space per residential unit.

Urban Design

The proposed development is located at the intersection of a Rapid transit Boulevard and a Neighbourhood Connector and is partially in the Rapid Transit Corridors Place Type and Neighbourhoods Place Type within 100m of a proposed transit station. Urban Design would encourage proposing a mixed-use form of development considering the proximity of the subject site to the proposed rapid transit station. TLP 840_6, 837_2

If the proposed intensity is deemed appropriate, Urban Design has the following comments:

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

- Siting the built form close to the intersection and orienting the building to the public streets with principal residential lobby entrance and active uses (e.g., lobby area and amenity spaces) at grade facing the public streets
- Addressing the corner at the intersection of Base Line Road and Wellington Road with a recessed entryway and a curved profile carried through the tower portion
- Locating parking underground and incorporating the ramps to the parking within the building

- Providing benches and short-term bike parking in the front yard visible and accessible from the public sidewalk
- Proposing common amenity spaces both indoors and outdoors
- Incorporating garbage storage, pick-up and loading area within the building

Matters for Zoning

1. Provide a minimum setback of 1.0m from the ultimate right-of-way of the Wellington Road and Base Line Road East to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 841_2, 259, 286, 288
2. Provide a minimum interior side yard (south) setbacks with and without windows to habitable rooms. TLP 841_13, 253, 252
    - Where unit windows face the interior side yard, a minimum setback should allow for privacy and not hinder the redevelopment of the adjacent property.
    - Where no unit windows face the interior side yard, a minimum setback should accommodate access and maintenance in the side yard.
3. Provide a minimum ground floor height of 4m along the public streets to allow the potential conversion of the ground-floor residential uses to commercial uses in the future. TLP 841_4, 285, 289_1
4. A minimum of 50% of the building on the ground storey shall include transparent glazing on the street facing facades. TLP 841_3, 285
5. Provide principal residential lobby entrance to face the intersection of Wellington Road and Base Line Road East to address the corner and allow for convenient connection to the proposed rapid transit station. TLP 841_6, 290
6. Provide a minimum step-back of 2m along Base Line Road East and 2.5m along Wellington Road above the 3rd storey to create a pedestrian-scale street interface. TLP 286, 292
7. Design the tower portion as a slender tower with a maximum floor plate size of 750 sq. m. to reduce shadow impacts, obstruction of sky views and to mitigate potential negative impacts on neighbouring properties and the public realm. TLP 841_13, 293
8. Provide a minimum setback of 11.5m and 10m for the tower portion from the west and south property line, respectively. TLP 841_13, 298

Matters for Site Plan

Ensure there are secondary entrances and multiple pedestrian connections from the building to the public sidewalk along Wellington Road and Base Line Road East to promote walkability and transit usage. TLP 841_5,6

Heritage

This is to confirm that I have received the following reports as a part of the application for OZ-9719:

- TMHC, *Scoped Heritage Impact Assessment, 359 Wellington Road and 657 Base Line Road East*, December 5, 2023
- Amick Consultants Ltd., *Stage 1-2 Archaeological Assessment, 359 Wellington Road and 657 Base Line Road East* (P038-1313-2023), December 1, 2023

Heritage Impact Assessment

Please be advised that heritage staff recognize and agree with the findings of the Heritage Impact Assessment that note “There are no known potential impacts of this development to the listed heritage property at 741-779 Base Line Road East, which is included on the City of London’s Register of Cultural Heritage Resources. As such, no heritage mitigation strategies are recommended.”

Stage 1-2 Archaeological Assessment

Please be advised that heritage staff recognize the findings of the Stage 1-2 Archaeological Assessment that confirm that no further archaeological assessment of

the property is required.

Parks Planning – Received April 4, 2024

Major Issues

- None

Matters for OPA/ZBA

- None

Matters for Site Plan

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

UTRCA

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

London Hydro

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

Appendix F – Public Engagement

Community Engagement

Notice of Application:

On March 28, 2024, Notice of Application was sent to 28 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 April 11, 2024. A “Planning Application” sign was also posted on the site.

Four comments were received.

Nature of Liaison: 359 Wellington Road & 657 Base Line Road East – The purpose and effect of this Official Plan & Zoning amendment is to permit a 23-storey (73m) residential development with 250 units and a maximum density of 1391 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** an Automotive Service Station (SS1), Residential R1 (R1-6) and Bonus B-43 zone **TO** a Residential R9 Special Provision (R9-7(_) Zone. Requested special provisions: A exterior side yard of 0.8 metres; to permit a lot coverage of 61%, a minimum landscaped open space of 14%; to permit a bicycle parking minimum of 1.0 spaces per unit; to permit a maximum height of 72.9 metres; to permit a maximum density of 1391 uph.; and removal of the existing Bonus B-43 zone.

Public Comments

From: Kevin Gauci
Sent: April 17, 2024
To: Isaac de Ceuster
Subject: 359 Wellington Road & 657 Baseline Road East Development

Hi,

Hope you're doing well.

I wanted to state that I am in favour of the proposed development as long as it does not rely on any natural gas or fossil fuel infrastructure. Instead, the use of the following should be considered:

1. Cold Climate heat pumps
2. Heat pump water heaters
3. Solar panels with Battery Storage

To encourage electric vehicle adoption, there should also be plans made to allow every resident to charge their vehicles 120V at the very least.

There should also be consideration given to the local ecosystem and inclusions like native trees, shrubs, and perennials in the design, as well as consideration of all native species that currently inhabit the property and how their well-being can be stewarded or improved.

Please let me know if you would like me to elaborate and thank you,

Kevin Gauci (he/him)

From: Brittany Wallace
Sent: April 20, 2024
To: Isaac de Ceuster
Subject: Regarding Baseline and Wellington Development

Hi,

I am reaching out to express my support of the development being considered at 359 Wellington Rd. I would love to see green space added and some more environmentally friendly components (solar panels?) as well as low-income unit designations of 10-15%.

Best
Brit (ward 11)

From: Lauren Starr
Sent: April 21, 2024
To: Isaac de Ceuster
Subject: Wellington and Baseline

I'm writing to support the development of an apartment building at Wellington and Baseline.
I strongly encourage there be 20% rent geared to income units. This could have a meaningful impact on the homeless situation all around the area.
Requiring the builder to implement green elements is crucial. Heat pumps, green space for residents, trees, and a green roof all seem like easy asks.
Lauren Starr

From: Kim Phair
Sent: May 1, 2024
To: Isaac de Ceuster
Subject: OZ-9719. 359 Wellington Road & 657 Base Line Road East

Hi Isaac,

I hope this message finds you well. My name is Kim Phair, and I am a resident of the Rowntree neighborhood, specifically living on Whetter Ave. I am writing to express my support for the proposed 23-storey building at 359 Wellington Road & 657 Base Line Road East, while also raising a concern regarding the capacity of our existing sewer system to accommodate this development.

I believe that the proposed building would be a positive addition to our area. However, as a resident who has experienced challenges with the sewer infrastructure, I am apprehensive about the potential strain that such a large-scale development might place on our already taxed system.

Living on Whetter Ave, I am one of the few households in the Rowntree neighborhood sharing a sewer line with 3-4 neighboring houses. This situation has led to significant issues affecting both my property and those of my neighbors. Given this firsthand experience, I am concerned about the implications of adding a large building nearby without ensuring that our sewer infrastructure can adequately support the increased demand.

I kindly request that thorough assessments be conducted to evaluate the capacity of our existing sewer system in relation to the proposed development.

Thank you for considering my input on this important issue. I trust that you will give careful consideration to the concerns raised by myself and other residents as part of the decision-making process for the proposed development.

Thank you,
Kim Phair

A. J. Clarke and Associates Ltd.

SURVEYORS • PLANNERS • ENGINEERS

359 Wellington Road

Official Plan Amendment

&

Zoning By-Law Amendment (OZ-9719)

Planning and Environment Committee Meeting

July 16, 2024

Franz Kloibhofer, MCIP, RPP

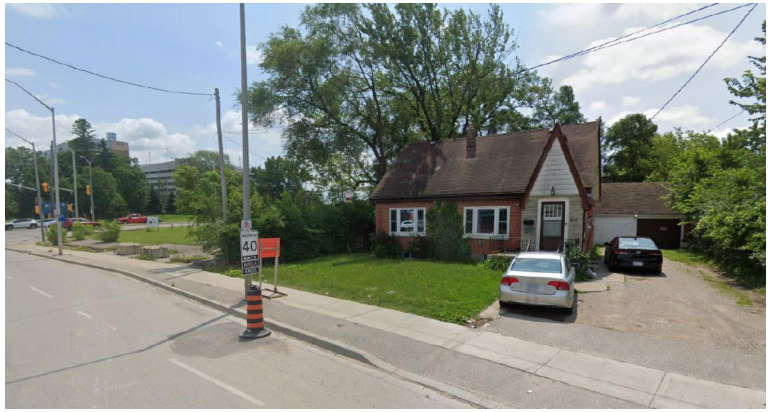
A.J. Clarke and Associates Ltd.

Context

- Residential infill development
- Located at the intersection of Baseline Road East and Wellington Road
  - 359 Wellington Road, and 657 Base Line Road East
- The subject lands have an approximate area of ±0.15 hectares.
- Located adjacent to the planned Wellington Bus Rapid Transit (BRT) Route, and Base Line Road East Stop

Proposed Development

- 23 storey high rise residential development with a 6 storey podium
- 250 residential units
- 118 vehicular parking spaces
- 250 bicycle parking spaces



Official Plan Amendment

Existing

Rapid Corridor Place Type

Proposed

To add a Site Specific Policy Area for the Rapid Corridor Place Type to permit a maximum building height of 23 stories.

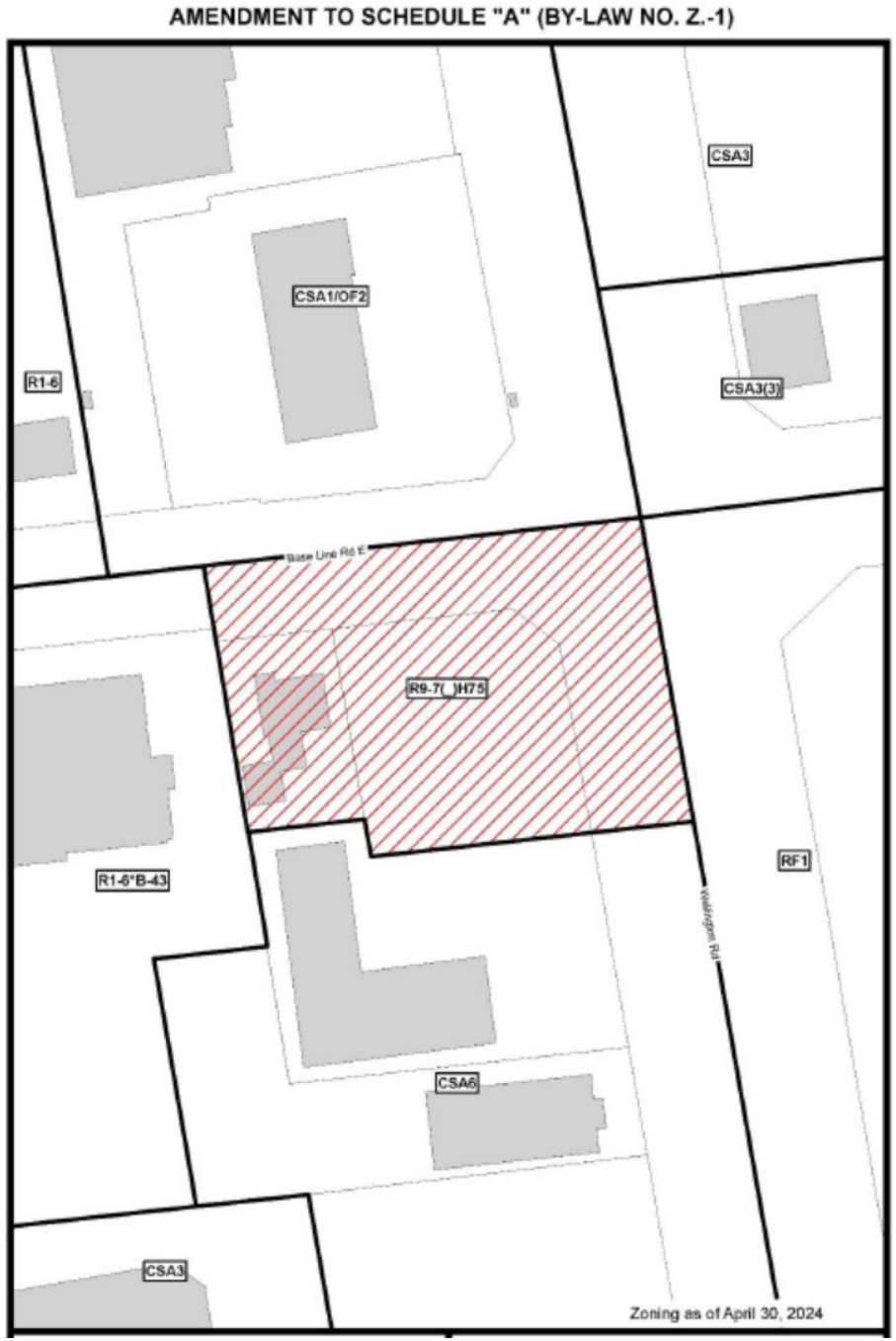
Zoning By-Law Amendment

Existing

Residential R1 (R1-6) Zone and Automobile Service Station (SS1) Zone

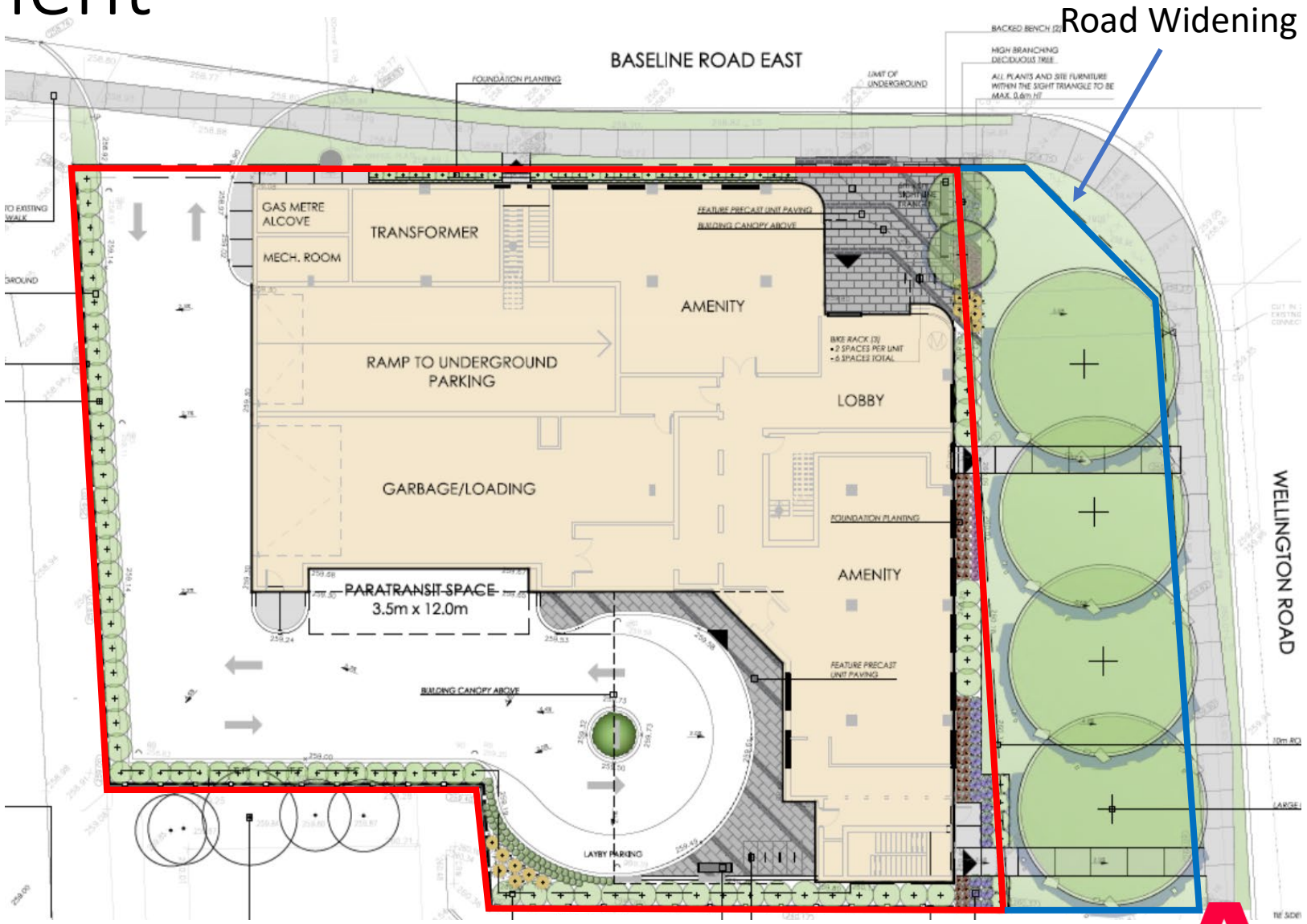
Proposed

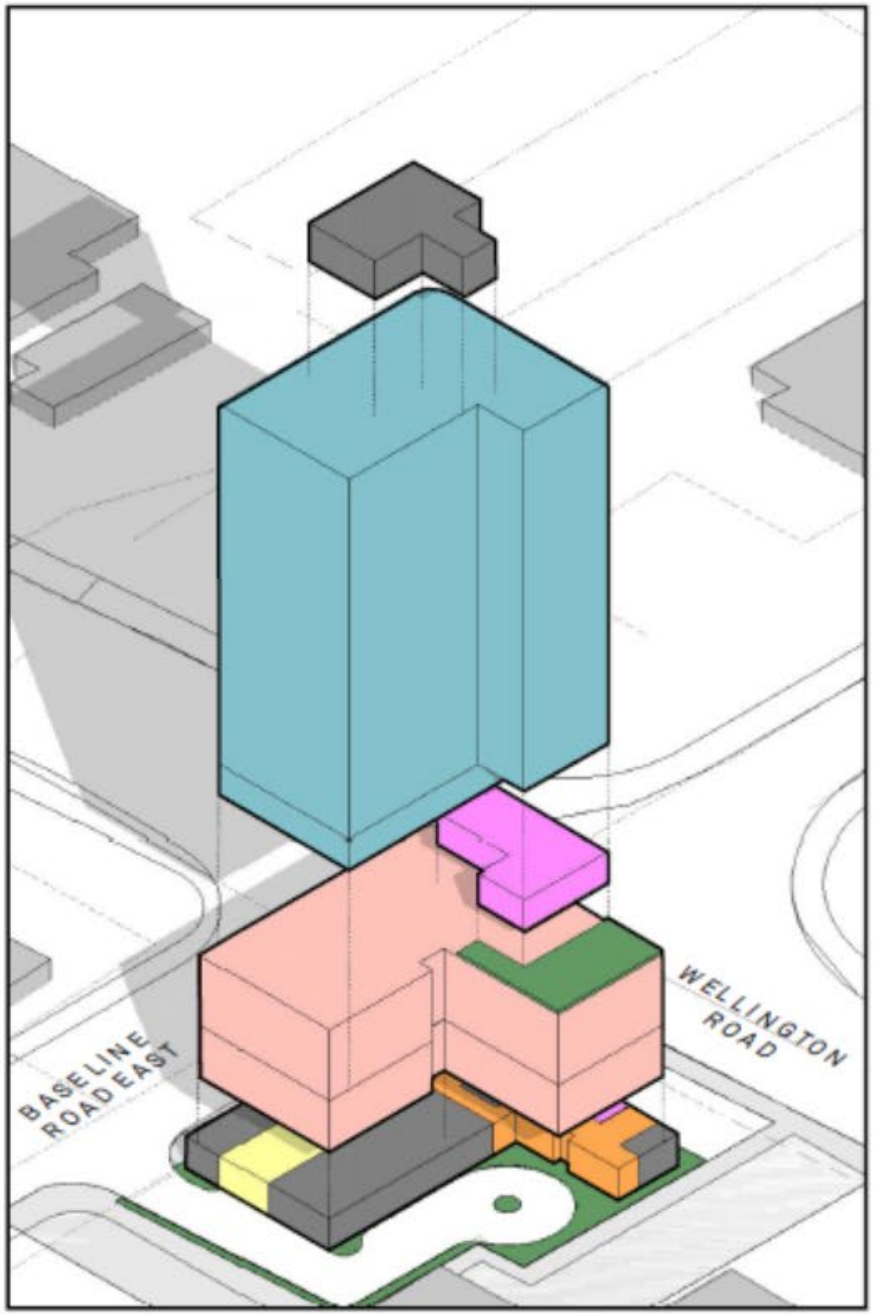
To rezone the subject lands to the Residential Special Provision (R9-7(_)) Zone with special provisions to permit the proposed development and built form



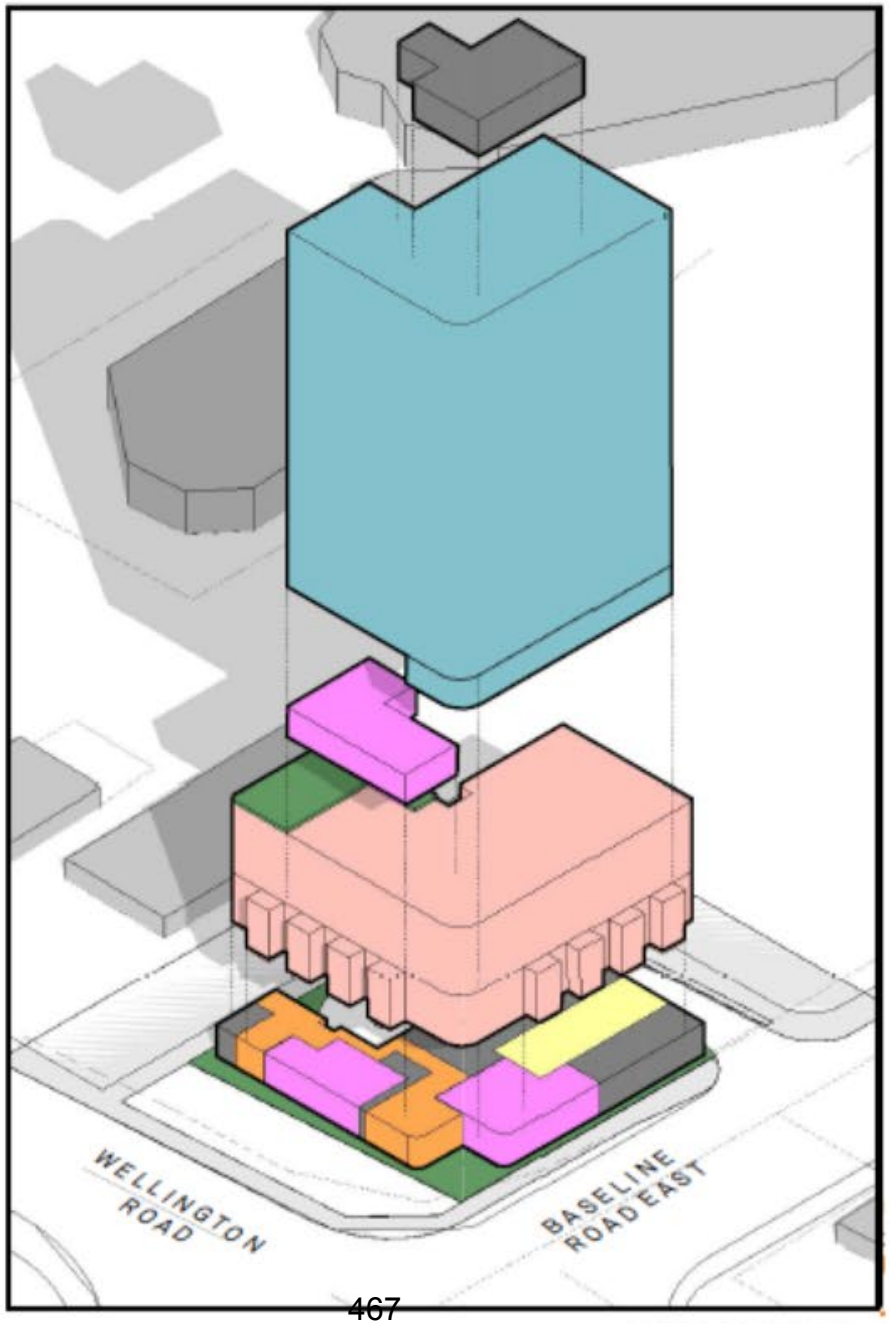
Proposed Development

- 23 storey high rise development with a 6 storey podium
- 250 residential units
- 118 vehicular parking spaces
- Originally proposed 192 bicycle parking spaces, increased to 250 bicycle parking spaces





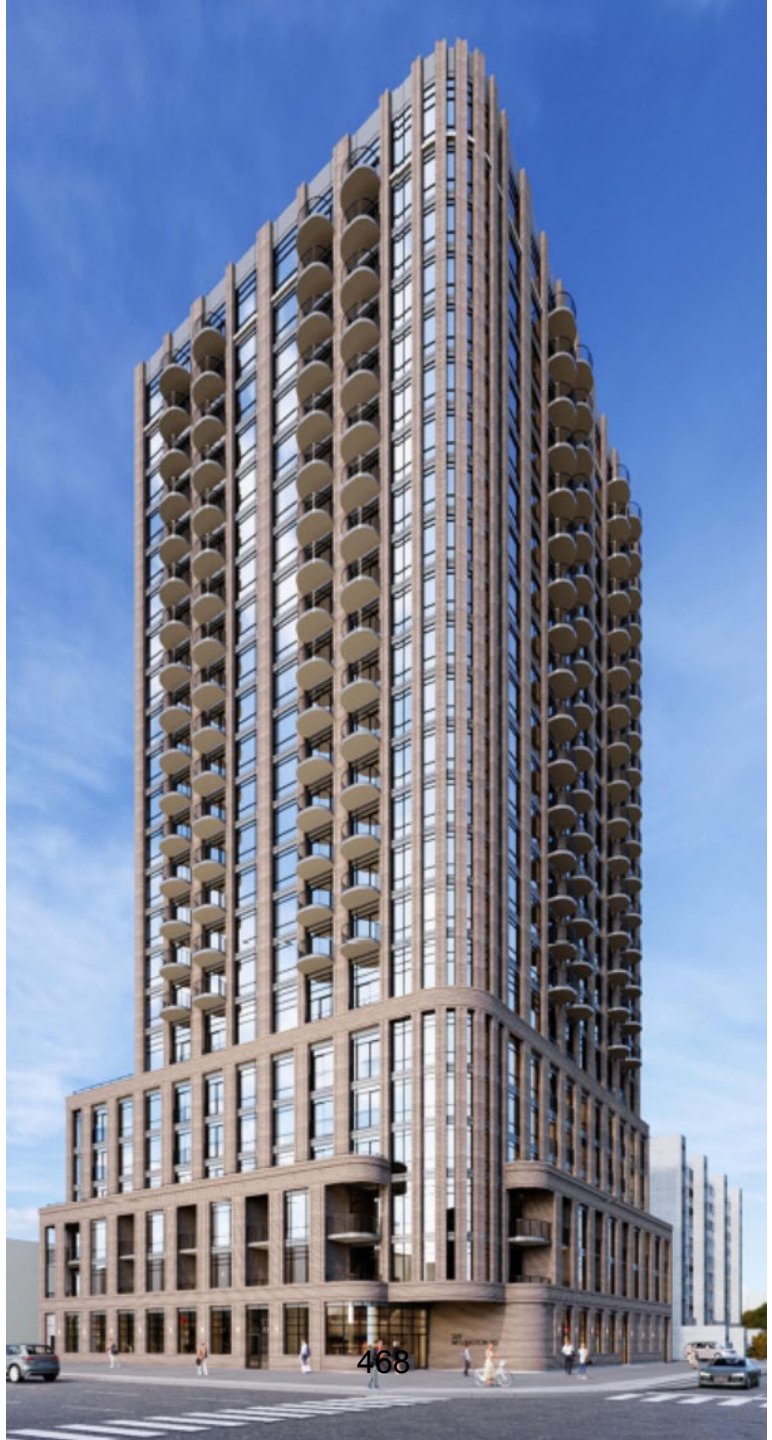
SOUTHWEST VIEW



NORTHEAST VIEW

LEGEND

- RESIDENTIAL - TOWER
- RESIDENTIAL - PODIUM
- AMENITY
- LOBBY
- OUTDOOR AMENITY/ GREEN AREAS/TERRACE
- SERVICES: LEVEL 1/MPH
- RAMP DWN TO UG



359
WELLINGTON RD

359
WELLINGTON RD

Conclusion

- Consistent with and conforms to relevant Provincial policy and conforms to the City of London Official Plan Policies
- An efficient use of underutilized lands within an intensification corridor, permitting the development of 250 residential units
- High quality design, with a pedestrian oriented grade, and significant improvements to the public realm
- Represents good planning and should be approved as recommended by City Staff

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: **Richmond Hyland Inc. c/o Paul Kitson - Westdell Development Corporation**
1725-1737 Richmond Street
File Number: Z-9741, Ward 9
Public Participation Meeting
Date: **July 16, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Richmond Hyland Inc. c/o Paul Kitson – Westdell Development Corporation relating to the property located at 1727-1737 Richmond Street:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone **TO** a Business District Commercial Special Provision (BDC1(*)) Zone and a Business District Commercial Special Provision (BDC1(**)) Zone;

(b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:

i) Details regarding a paratransit layby for Tower 3, separate from the one provided for Tower 1, be determined;
ii) Explore options to provide a common outdoor amenity space for Tower 2 suitable in size with features to accommodate the anticipated population of this tower. As the proposal is currently overparked, consider redesigning the surface parking area to replace parking spaces with amenity space, while maintaining access to the structured parking;
iii) Provide a north-south pedestrian connection internal to the site from the proposed to the existing commercial buildings to the south;
iv) Explore options to provide a common outdoor amenity space suitable in size and features to accommodate the anticipated population of Tower 3;
v) Update the Shadow Study to include existing and proposed buildings in Phases 1, 2 & 3;
vi) Incorporate a creative architectural treatment around the structured parking in the podium of Tower 2;
vii) Incorporate green infrastructure and/or features for Low Impact Development (LID) into the site design.
viii) Consider alternative options for the design of the parking garage ramp for Tower 3;
ix) Update the existing Transportation Impact assessment with additional vehicle turning analysis for Tower 3 ramp and garage exit;
Review access management for the North Centre Road driveway;
x) Details regarding parkland dedication in the amount of 0.5 ha of land, in accordance with the Masonville Secondary Plan, be determined.

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

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, 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;
2. The recommended amendment is in conformity with the in-force policies of the Masonville Secondary Plan;
3. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, City Building, and the Transit Village Place Type, and will facilitate a built form that contributes to achieving a compact, mixed-use city; and,
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone. Special provisions are requested to permit a maximum height of 22-storeys (80.0m) and a maximum density of 310 units per hectare.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with additional special provisions that will facilitate a human-scale, pedestrian-oriented development with mitigation measures to minimize impacts on adjacent properties.

The recommended action will permit two mixed-use buildings consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3), for a total of **337 residential units**.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, 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;
2. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
3. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and
4. The recommended amendment is consistent with the Council adopted Masonville Secondary Plan.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London’s growth and development is well-planned and considers use, intensity, and form.

- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

The site has been subject to previous planning approvals through Minor Variance and Site Plan applications. In 2002, a Minor Variance application (A.127/02) was submitted to permit: two outdoor storage containers in connection with the user at 1737 Richmond Street - Michaels Arts and Crafts; and a total of 700 parking spaces, whereas 707 parking spaces were required. This Minor Variance was refused by the Committee of Adjustment on September 16, 2002.

In 2019, a Site Plan application was submitted (SPA19-017) to amend the existing Development Agreement to facilitate the development of three new office/commercial buildings on site. Construction of one of these buildings is complete, while the other two are currently under construction.

A Minor Variance application was also submitted in 2019 (A.042/19) to permit: a lot coverage of 35.2%, whereas a maximum of 30% is permitted; a gross floor area of 17,056 square metres, whereas 15,704 square metres (existing) is the maximum permitted; 641 parking spaces, whereas 700 parking spaces are required; 45 bicycle parking spaces, whereas 57 bicycle parking spaces are required; a drive-through facility for a coffee shop with 8 stacking spaces, whereas 15 stacking spaces are required; and a drive-through facility for a fast-food restaurant with 11 stacking spaces, whereas 12 stacking spaces are required. This Minor Variance was approved by the Committee of Adjustment on May 13, 2019.

A Minor Variance application was submitted in 2020 (A.034/20) to permit: a lot coverage of 36%, whereas a maximum lot coverage of 35.2% is permitted, a height of 15.0 metres, whereas a maximum height of 12.0 metres is permitted; a gross floor area of 17,337 square metres, whereas a maximum gross floor area of 17,056 square metres is permitted; and 630 parking spaces, whereas 641 parking spaces are the minimum number of parking spaces required. This Minor Variance was approved by the Committee of Adjustment on July 16, 2020.

A zoning by-law amendment application (Z-9291) was submitted in 2021 to add Food Store to the list of permitted uses, with special provisions to recognize the existing gross floor area of 17,950 square metres, inclusive of patios, and permit a minimum parking supply of 550 spaces for all permitted uses. The zoning by-law amendment was approved by Council on May 4, 2021.

Most recently, a zoning by-law amendment application was submitted in 2021, along with a City initiated amendment t the 1989 Official Plan (OZ-9470). The zoning amendment was to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone to a Business District Commercial Special Provision Bonus (BDC1(_)*B-(_)) Zone, with the intent of constructing a twenty-two (22) storey, mixed commercial/residential apartment building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. Zoning special provisions were requested to permit all of the commercial and office uses on the first and second floor; a maximum height of 80 metres (22 storeys) whereas 12 metres is the maximum; a maximum density of 571 units per hectare; and a reduced minimum parking of 326 spaces, whereas 353 parking spaces are required. The City initiated application was to add a special policy to add a Chapter 10 Specific Area Policy to permit a twenty-two (22) storey, mixed commercial/residential apartment

building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. These applications were approved by Council September 6, 2022.

1.2 Property Description and Location

The subject site is located in the Sunningdale Planning District at the northwest corner of Richmond Street and Fanshawe Park Road West. The subject lands are a portion of a larger parcel of land occupied by the Richmond Hyland commercial centre, originally built in the early 1990's, on a total land holding of 4.84 ha. The existing commercial/office plaza consists of 16,227m^2 gross ground floor area within a large commercial plaza, and several standalone commercial/office buildings along the Richmond/Fanshawe frontage, all ranging in heights from 1 storey to 3 storeys.

The application site for Tower 2 (1725 Richmond Street) currently contains a commercial use (The Beer Store) and is approximately 0.22 ha, with a frontage of 43.4m along Richmond Street. The application site for Tower 3 (1737 Richmond Street) currently contains commercial uses in a strip plaza including a restaurant and two retail uses, and is approximately 0.25 ha, with a frontage of 32.8m along Fanshawe Park Road West.

Site Statistics:

- Current Land Use: commercial
- Frontage of total site:169m along Fanshawe Pk Rd W, 277m along Richmond St
- Area of total site: 4.6 hectares, Area of proposed zoning: 0.87 hectares
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: commercial
- East: commercial
- South: commercial
- West: seniors home, apartment building

Existing Planning Information:

- The London Plan Place Type: Transit Village
- Existing Zoning: Associated Shopping Area Special Provision (ASA1(5)/(ASA2(3)/(ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone

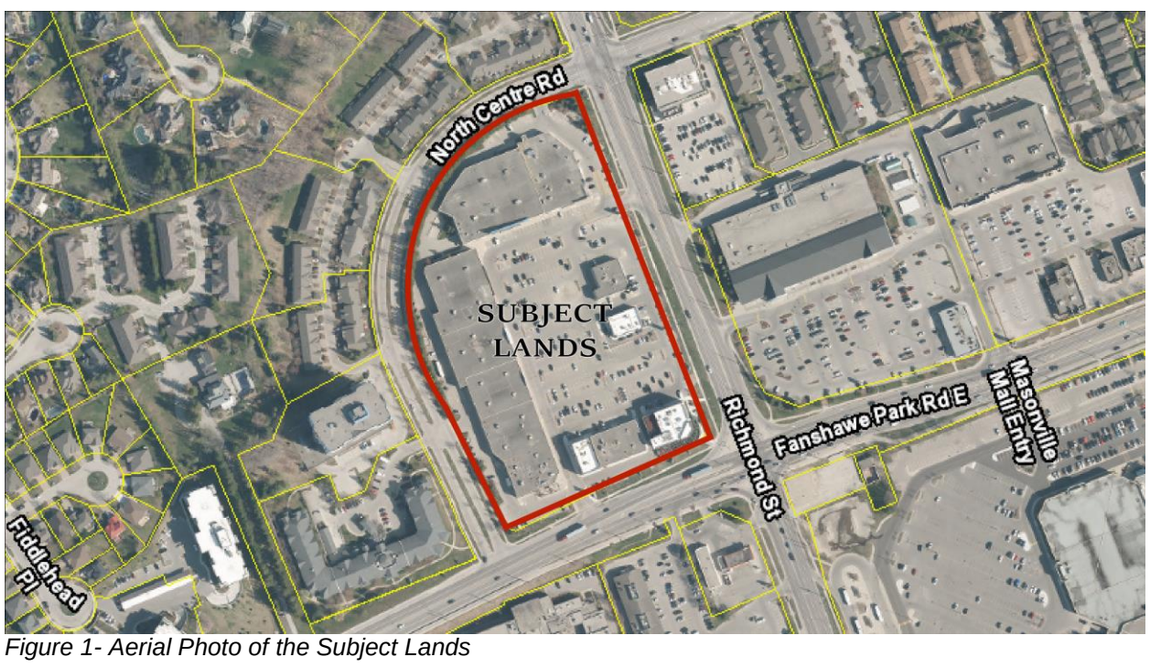


Figure 1- Aerial Photo of the Subject Lands

Figure 2 - Streetview of Subject Lands of Richmond St and Fanshawe Pk Rd (Google Streetview)

Figure 3 - Streetview of Subject Lands looking west (Google Streetview)

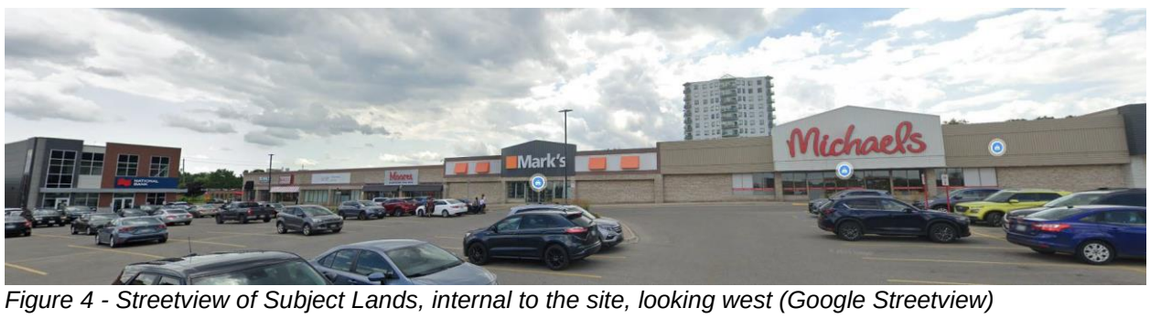


Figure 4 - Streetview of Subject Lands, internal to the site, looking west (Google Streetview)

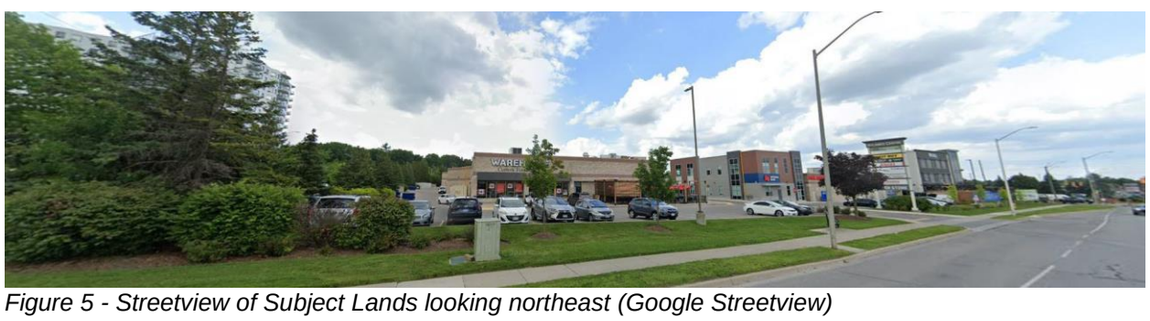


Figure 5 - Streetview of Subject Lands looking northeast (Google Streetview)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing two mixed-use towers consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3). Density for both towers is 306 units per hectare. It should be noted that Tower 1, as shown on the Figures 6 and 7 below, was the subject of a previous Zoning By-law amendment in 2022 and is not subject to this application.

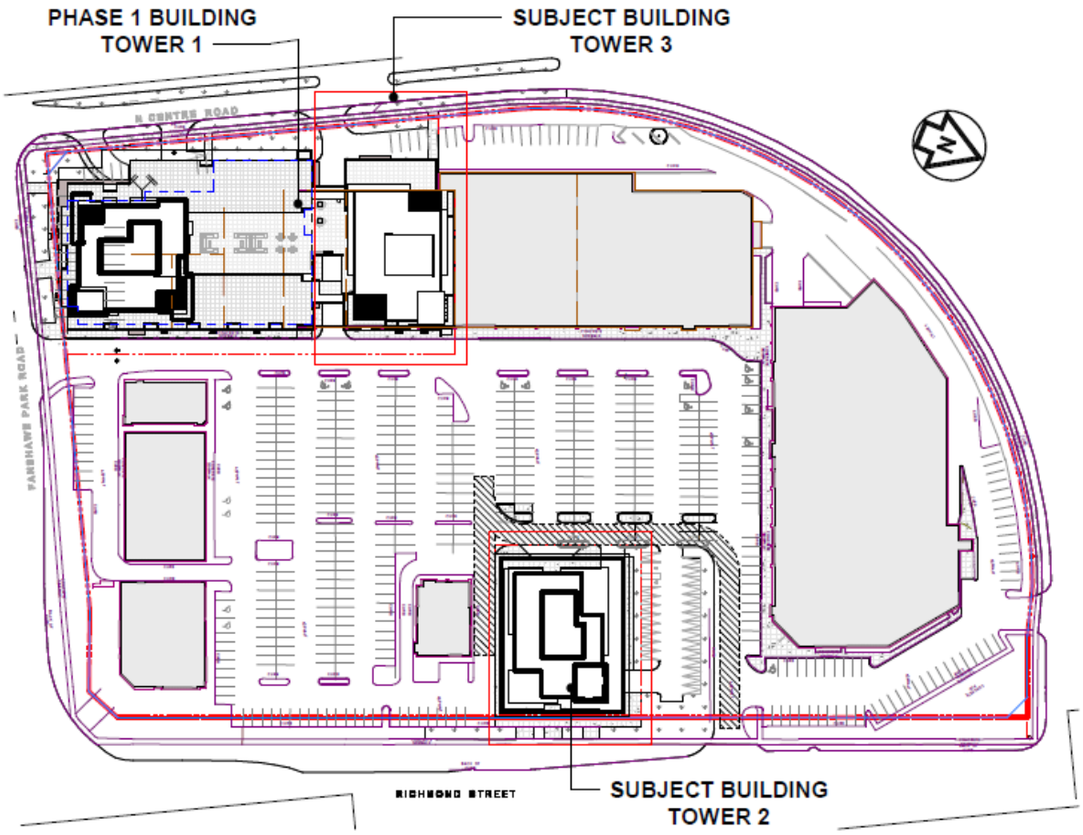


Figure 6 – Overall Site Plan Concept

Figure 7 – Rendering of Proposed Development on Subject Lands

Tower 2

The proposed Tower 2 building is oriented to Richmond Street and will be accessed from the existing internal drive aisles on the site. Parking will be provided both underground with two levels and above ground within the podium with 3 levels. Additional details on the development include:

- 159 dwelling units including: 59 x 1-bedroom units, 18 x 1-bedroom units + den, 49 x 2-bedroom units, 32 x 2-bedroom units + den, and 1 x 3-bedroom units;
- 740 square metres of commercial/office floor space on the first storey;
- Parking underground and within the building podium with a total of 163 spaces, equivalent to 1.06 spaces per unit;
- A 22 storey tower (80 m) with a 1,715 m^2 podium footprint and a 943m^2 tower footprint

- Amenity areas - 453m^2 being the large outdoor areas; and 260m^2 on the 21st and 22nd floor terraces for a total amenity area of 713m^2

Tower 3
The proposed building is orientated to address North Centre Road. The proposed development will be accessed from the existing internal drive aisles on the site. Parking will be provided both underground with two levels and above ground within the podium with 3 levels. Additional details on the development include:

- 178 dwelling units including: 7 bachelor units, 111 x 1-bedroom units, and 60 x 2-bedroom units;
- 405 square metres of commercial/office floor space on the first second storey;
- Parking within the building on 4 storeys with a total of 178 spaces, equivalent to 1.00 spaces per unit;
- A 20 storey tower with a 1,826 m^2 podium footprint and a 1,000m^2 tower footprint
- Amenity areas - 184m^2 in 2 areas on level 5 and 6; and 2 terraces on the 19th floor and a large outdoor amenity space of 847 m^2 shared and connected to Tower 1.

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

2.2 Requested Amendment

In May 2024, the City accepted a complete application for an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(*)) Zone (Tower 2) and a Business District Commercial Special Provision (BDC1(**)) Zone (Tower 3). The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (BDC1 Zone)	**Required**	**Proposed**	**Recommended**
Both Towers			
All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building.			
Density (max)	-	310 uph	-
Tower 2			
Richmond Street shall be deemed to be the front lot line			
Setback from Richmond St (min)	0.0m	-	1.0m
Setback from Richmond St (max)	3.0m	-	3.0m
Ground floor height (min)	-	-	4.0m
Principal entrance, lobby, and commercial unit location	-	-	Required to face Richmond Street
Step-back of the podium to the base of the tower above the 4th storey along Richmond St (min)	-	-	5.0m
Step-back of the podium to the base of the tower above the 4th storey along the future internal road to the north (min)	-	-	6.5m
Step-back of the podium to the base of the tower above the 4th storey along the south and west facades (min)	-	-	4.5m

Regulation (BDC1 Zone)	Required	Proposed	Recommended
Floor plate size for residential tower (max)	-	-	1,000m2
Height (max)	12.0m	22 storeys (80.0m)	22 storeys (80.0m)
Density (max)	-	-	725 uph
Tower 3			
North Centre Road shall be deemed to be the front lot line			
Residential tower separation distance above 8-storeys (min)	-	-	25.0m
Setback from North Centre Road (min)	0.0m	-	4.0m
Setback from North Centre Road (max)	3.0m	12.75m	15.0m
Ground floor height (min)	-	-	4.0m
Principal entrance and residential lobby location			Required to face North Centre Road
Step-back of the podium to the base of the tower above the 6th storey along North Centre Rd (min)	-	-	9.0m
Floor plate size for residential tower (max)	-	-	1,000.0m2
Height (max)	12.0m	20 storeys (69.0m)	20 storeys (71.0m)
Density (max)	-	-	735 uph

Staff are recommending a minor increase in building height to 71.0 metres and minimum and maximum front yard depths of 4.0 metres and 15.0 metres, respectively, for Tower 3 to provide flexibility for slight modifications to the design. A maximum tower floorplate of 1000.0 square metres is recommended for both buildings to ensure a slender tower design while also providing flexibility for slight changes.

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Ensure an updated Shadow Study is submitted during the site plan approval process
- Land to be dedicated to the City for parkland on the subject site
- Inclusion of green infrastructure or LID for stormwater management within the site.
- Additional vehicle turning analysis is required for the tower #1 and #2 ramp and garage exit.
- Access management review is required for the North Centre Road driveway.

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

2.4 Public Engagement

On May 29, 2024, Notice of Application was sent to 274 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 May 29, 2024. A “Planning Application” sign was also placed on the site.

There were 4 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Traffic
- Noise
- Dust
- Urban Design
- Landscaping/Trees
- Parkland
- Parking
- Construction impacts
- Lack of privacy
- Blocked views
- Intensity

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

Masonville Secondary Plan

The Masonville Secondary Plan has been reviewed in its entirety and it is staff's opinion that the proposed Zoning By-law amendment is consistent with it. The following are key policies that relate to this proposal.

The Masonville Secondary Plan area includes lands around the intersection of Richmond Street and Fanshawe Park Road, which is currently occupied by primarily low-rise commercial buildings, multi-unit residential uses, and large expanses of surface parking. The Masonville Transit Village Place Type is identified as an area for growth in The London Plan and is beginning to see redevelopment interest with the addition of new apartment buildings and infill commercial development. The area is designated as a Protected Major Transit Station Area which will accommodate additional population and jobs in a transit-oriented format.

The two main transportation corridors of Richmond Street and Fanshawe Park Road West form a focal point of intensity (2.1 Areas of Intensity). Lands surrounding this intersection have excellent access to current and future the transit and are well separated from existing lower density neighbourhoods. The most intensive land uses, and forms are directed to these areas to transform the intersection into a vibrant, transit-oriented, mixed-use focal point. New development along these frontages will have active commercial ground floors to create interest and animation along the street and support a walkable main street environment.

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

The London Plan
The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (TLP 811_1). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (TLP 811_2&3). The application proposes that both buildings have commercial/office floor area located on the ground floors. These uses will help to activate the site and provide for local employment and shopping options. Residential units in the apartment buildings will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The proposed residential, commercial, and office uses are supported by the policies of the *Provincial Policy Statement* and are contemplated in the Transit Village Place Type in The London Plan (TLP 811_1, 815E_).

Masonville Secondary Plan
The Mixed-Use Area encompasses most of the area plan and includes a variety of uses to support the development of a vibrant, mixed-use transit supportive village (4.2 Mixed-Use Area). Permitted uses include a broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted, and mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above (4.2.1 Permitted Uses).

In accordance with policy 6.5.1, where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

The proposed uses are in conformity with the Masonville Secondary Plan.

4.2 Intensity

The London Plan

The London Plan places an emphasis on growing ‘inward and upward’ to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The subject site is an under-utilized parcel within a prominent location in a transit village. Transit villages are “second only to the Downtown” in terms of the mix of uses and intensity permitted (TLP 807). The role of Transit Villages it to support the rapid transit system by providing a higher number of people living, working and shopping in close proximity to high-quality transit services (TLP 808).

Intensity of use is generally defined by such features as height, gross floor area, coverage, floor plate area, density in units/ha, number of bedrooms, parking, and floor area ratio (Table 7).

The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (TLP 813_2). Buildings will be between 2-15 storeys with an upper maximum contemplated up to 22 storeys (TLP 813_1). The proposed development efficiently utilizes the site and provides a height of one 22-storey tower (Tower 2) and one 20-storey tower (Tower 3). Within the Transit Village, office space will be limited to no more than 20,00m2, with no individual building containing more than 5,000m2 (TLP 813_5). There is a total combined gross floor area of 1,145m2 for commercial and office space in both buildings, which provides a diversity of uses at an appropriate intensity without competing with the downtown as the primary office space destination.

The site is within a Protected Major Transit Station Area (PMTSA) which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (TLP 815B), with a minimum density of 45 units per hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (TLP 815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations.

Masonville Secondary Plan
The minimum permitted height for all lands within the Masonville Secondary Plan area shall be no less than two storeys to facilitate an efficient use of land and encourage mixed-use development forms (5.1 Minimum Heights). The High-Rise Area allows the greatest building height in the plan and is concentrated along Richmond Street and Fanshawe Park Road West, which is the main intersection and focal point for development. There is significant opportunity for intensification due to the high availability of surface parking lots, and the separation distance to the Low-Rise Areas and existing neighbourhoods. There is strategic proximity to the Transit Station, and this area will feature the tallest building heights and greatest intensity in the plan area to support public transit. Up to high-rise building forms are permitted in the High-Rise Area and the maximum permitted heights shall be up to 22 storeys, in accordance with the Transit Village intensity policies of The London Plan (5.2 High-Rise Area). The proposed 20-storey and 22-storey buildings will offer the greatest intensity in an area separated from low density development and will help to support current and future transit. As such, the proposed intensity is in conformity with the Masonville Secondary Plan.

4.3 Form

The London Plan
High rise buildings should be designed to express three defined components including a base, middle and top (289). The Base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (TLP 289).

Masonville Secondary Plan
The Secondary Plan contains design criteria similar to The London Plan for high rise development (6.1 General, 6.2. High-Rise Buildings). Criteria for development included:

- All buildings shall be designed to express three defined components: a base, middle and top.
    - the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
    - the middle shall be visually cohesive with, but distinct from, the base and top.
    - the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

Base
The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (TLP 289_1). Policies within the Masonville Secondary Plan specific to ground floor design (6.5) require buildings with frontages along Fanshawe Park Road to have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment (vi). Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses (6.5.1).

Tower 2
The proposed Tower 2 includes a 4-storey “base” with a street presence and active frontage along Richmond Street and encompasses commercial uses, the lobby, and entrances on the ground level and three levels of parking from the 2nd to 4th storeys. In addition, a podium overhang is proposed to further enhance the pedestrian realm, supported by a minimal building setback along Richmond Street and a significant setback to the tower. Further, the three levels of parking within the podium will consist of architectural materials and treatments to create a unique pattern. This will assist in creating a distinct base of the building while emphasizing the pedestrian realm and reducing the visual impacts of vehicular parking from Richmond Street. Access to the underground parking is provided on the west side of the building via an internal private driveway. This frontage along the private driveway will also provide access for garbage pick-up and other building amenities. Sidewalks are proposed around the entirety of Tower 2 which will connect to the ground floor uses and residential lobby, along with the rest of the site to provide safe pedestrian connections.

The roof of the podium will serve as an outdoor amenity for the residents, as residential and mixed-use buildings should include outdoor amenity spaces (TLP 295). Overall, the use of a podium helps to reduce the apparent height and massing of the building on the pedestrian environment, incorporates features to balance sustainability and create a unique appearance, allows sunlight to penetrate into the site, and reduces wind impacts (TLP 292).

Figure 8 - Rendering of Tower 2 base/podium along Richmond Street

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm, establish an active frontage, and provide convenient pedestrian access (TLP 291). As mentioned, ground floor commercial uses are proposed along Richmond Street and internally along the southern portion of the proposed building which activate these frontages with pedestrian movements at the principal entrances. The significant road width of Richmond Street, and the proposed 4-storey podium height along that frontage creates an approximate 1:1 ratio of street to building, which makes for a comfortable streetscape enclosure.

Tower 3

Located along the western property boundary abutting North Centre Road, Tower 3 is proposed to be integrated with the previously approved Tower 1. Similar design elements from Tower 1 are proposed to be carried through to Tower 3 to maintain consistent character. The current design includes a 6-storey base, with the first two storeys recessed into the building and floors 3-6 projecting above. The ground floor contains a residential entrance and lobby oriented to North Centre Road, as well as internal bike parking, garbage storage, and other accessory uses. Commercial uses are also located on the ground floor and are oriented to the internal private driveway to the east. Floors 2-4 contain structured parking wrapped in residential units facing North Centre Road, providing an active frontage, as well as connections to the parking garage in Tower 1. Residential units also face the internal private driveway on floors 3 and 4. An approximate 9 metre stepback is provided above the 6th storey, which helps to reduce the apparent height and massing of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way, and reduces wind impacts (TLP 292).

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm establish an active frontage and provide convenient pedestrian access (TLP 291). As mentioned, along North Centre Road are residential units and along the east internal drive are ground floor commercial uses, which activate these frontages with pedestrian movements at the principal entrances. A proposed drop off/pick up area, landscaping, and access to bicycle storage along North Centre Road are also proposed integrated with Tower 1.

Figure 9 - Rendering of Tower 3 base/podium internally to the site

Middle
The middle should be visually cohesive with, but distinct from, the base and top (TLP 289_2). The middle of the buildings both consist of the tower portions which are set back from the podium and provide a change in materials from the base to create interest and distinction. The 'middle' of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall bases.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing slender towers without long axes that create an overwhelming building mass (TLP 293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 sqm of GFA.

Tower 2
The tower component of Tower 2 has a floorplate of approximately 942 square metres and is defined by incorporating projections and recessions for visual interest. The proposed floor plate reduces any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces, as per The London Plan and the policies of the Masonville Secondary Plan (6.2, v)). A high degree of glazing on all sides of the building, along with projecting balconies, are proposed to encourage eyes on the street. Along with this, diverse materials, consisting of painted concrete, architectural panelling, painted spandrel and glazing is proposed to effectively break up the visual massing and add interest to the tower.

Figure 10 - Rendering of Tower 2 showing the middle residential tower portion

Tower 3

The tower component of Tower 3 has a floorplate of approximately 1,000 square metres and is defined by incorporating projections and recessions for visual interest. Similar to Tower 2, the proposed floor plate reduces any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces, as per The London Plan and the policies of the Masonville Secondary Plan (6.2, v)). The tower features projecting balconies and architectural articulations. Additionally, the tower utilizes a variety of architectural treatments and a high degree of fenestration to provide visual interest along with reducing the mass perception.

Figure 11 - Rendering of Tower 2 showing the middle residential tower portion

Top
The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3).

Tower 2
The top of Tower 2 includes terraces on the southeast and northwest corners of the tower along with designed parapets along the roof which will screen the mechanical penthouse and break up the massing of the overall tower.

Tower 3
The top of the tower features projecting parapets at varying elevations and includes a rooftop terrace. Additionally, the tower is clad in a “louvre aluminum closing material”, which is used for screening of the mechanical penthouse and is integrated into the building design and hidden from the view.

Overall, both towers enhance and add definition along the public frontages, limit perceptions of the height, provide effective screening of parking areas, and activate the public realm. The proposed scale and massing of the towers have consideration for sustainability and a design that relates well to the existing built form on the subject site and surrounding area.

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

i) As the number of residential units exceeds 24, a lay-by is required to be provided on-site for Tower 2. At the time of Site Plan Consultation, the applicant is to demonstrate how this can be provided on site for Tower 3, separate from the one provided for Tower;
ii) Explore options to provide a common outdoor amenity space for Tower 2 that is suitable in size with features to accommodate the anticipated population of this tower. As the proposal is currently overparked, consider redesigning the surface parking area to replace parking spaces with amenity space, while still maintaining access to the structured parking;
iii) The proposed parking area to the north of Tower 2 does not provide for safe pedestrian crossings to the building. Update the site plan accordingly to provide for safe pedestrian connections. The current plan requires pedestrians to cross over the underground parking ramps on either side;
iv) Although Tower 3 is connected to the 5th floor amenity area on Tower 1, this property does not have its own outdoor amenity space. Explore options to

provide a common outdoor amenity space suitable in size with features to accommodate the anticipated population of this tower;

v) Clarify where the paratransit layby and drop off areas will be and how these vehicles will maneuver to service this tower;

vi) Update the Shadow Study consisting of all existing and proposed buildings in Phases 1, 2 & 3;

vii) Incorporate a creative architectural treatment around the structured parking in the podium of Tower 2.

Other Form Considerations

Shadowing

A shadow analysis was submitted with the application which modelled the anticipated shadow impacts throughout the year. Shadow impacts are minimized through the proposed regulations including a maximum tower floorplate, maximum tower ratio, and building step backs that result in slender towers with shadows that move more quickly and have less of a lasting effect. Further shadow impacts and mitigation measures will be addressed through review of an updated shadow study during the site plan approval process.

Transition to Surrounding Neighbourhoods

Within Transit Villages, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhoods (TLP 810). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type (813_3). Within the Masonville Secondary Plan, lands on the west side of the development west of North Centre Road are also within the Transit Village Place Type but are limited in heights to a maximum of 8 storeys. This area of sensitivity is an area of transition where mid-rise developments are to be located between the higher heights and intensities of this site to the more sensitive land uses like low-rise residential development further to the west.

Connectivity

The building will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (TLP 814_3). Tower 2 is oriented towards Richmond Street and Tower 3 towards North Centre Road, both of which provide convenient access for residents.

Consideration should be given to providing publicly accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (TLP 814_5). The overall site facilitates pedestrian movements through the internal driveway at grade and the connections provided to the existing sidewalks surrounding the development.

As part of the overall design and intent for this site, the applicant has provided a conceptual master development plan showing possible development and future phases over the long term for the larger commercial site. This conceptual plan shows the ultimate location of any private roads, connections and/or future park spaces, and aligns with the general intent of the Masonville Secondary Plan. The master concept plan is not “approved” but is used as a guideline to ensure the overall future developments have/will incorporate appropriate access and connectivity at each stage of development. As is shown on the master conceptual plan, a series of private streets will be incorporated into the overall development, including the proposed private laneway/street located to the north of this development. These future streets will be used for vehicle and pedestrian movement throughout the site and to provide connectivity to the City’s road and transit network.

A future parkland block has been proposed for the northwest corner of the site where the current Michaels store is located as shown on Figure 12.

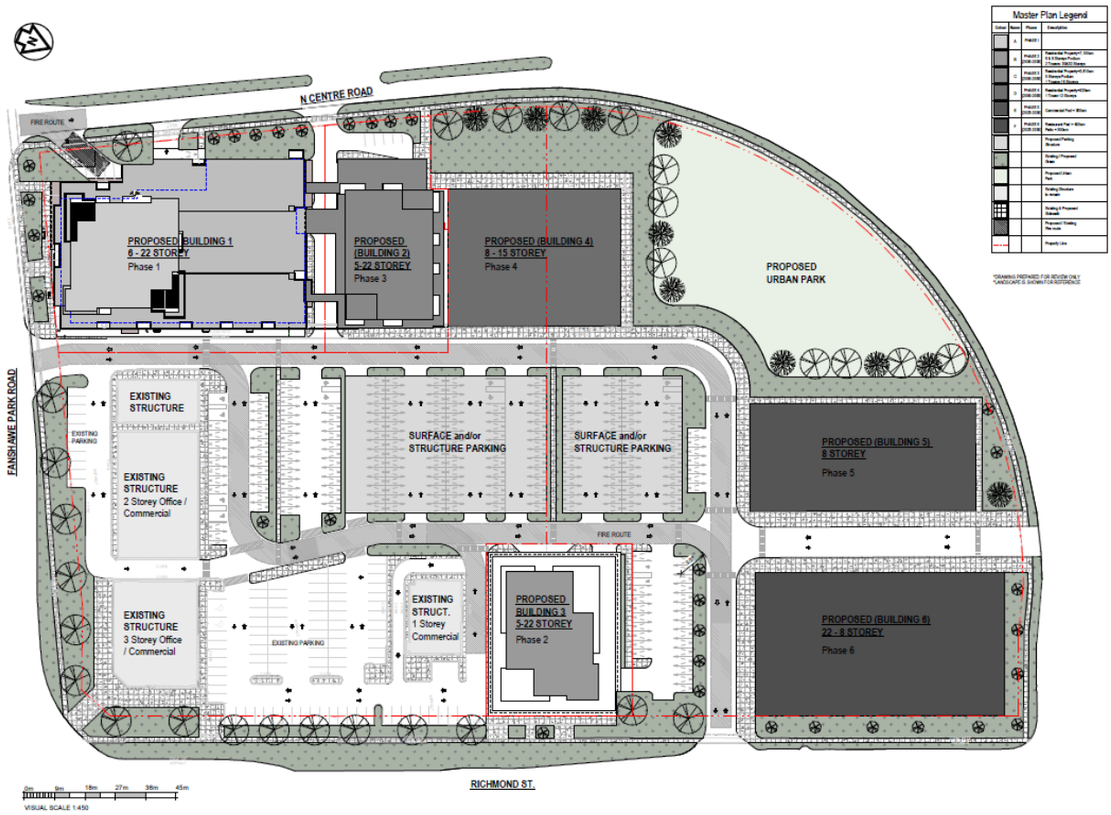


Figure 12 – Overall Master Plan showing possible development and future phases over the long term

Parking

Transit villages are intended to be intense and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. Both Towers propose underground parking and levels of structured parking located in the podium/internal of the buildings. Buildings should be sited to minimize the visual exposure of parking areas to the street (TLP 269). All parking associated with the development has been internalized on the site. The site is well-located to adjacent transit at Masonville Mall, where there are current and future transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips.

Staff are recommending a parking reduction be considered through the site plan approval process for additional amenity area. Some of the proposed parking spaces as shown on the plans may not be useable parking spaces as defined by the by-law, based on location, or based on adequate turning movements. A reduction in the number of vehicle parking spaces is reasonable given the active and public transit options and will contribute to achieving the overall intent of the transit village.

BDC1 Zone Considerations

The BDC Zone is typically applied to corridors with a main street character. This Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts. In the proposed BDC Zone variation, the height and density of each tower over has been established through this zoning by-law amendment application and indicated on Schedule A of the Zoning Bylaw. As per the Transit Village policies, a maximum height of 15 storeys may permitted, with an upper maximum contemplated up to 22 storeys. These will be recommended in the special provision zone.

Overall, staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

4.4 Neighbourhood Concerns

Concerns from the public related to the following matters:

- Traffic volume and safety

- Noise
- Air pollution
- Construction impacts
- Wind impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy/Blocked Views, Shadow/Wind and Noise Impacts, and Precedent.

Comments related to height, form, density, intensity and incompatibility have been addressed in sections 4.1 to 4.3 of this report.

Traffic Impacts and Parking
Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety.

As part of the complete application, a Traffic Impact Assessment (TIA) was required by Transportation. This has been accepted by Transportation, however updates have been requested for with additional vehicle turning analysis for Tower 3 ramp and garage exit, and to further review access management for the North Centre Road driveway.

In consideration of the proposed parking as mentioned the subject site is in a Transit Village with access to transit and essential services, and therefore the proposed number of parking spaces meets the minimum required by the by-law.

Privacy/Blocked Views
Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies. Neighbours also expressed concerns with the new development blocking views for the existing apartments.

The proposed development sites the highest portion (22-storeys and 20-storeys) as far from abutting properties as possible. In addition to the spatial separation, the floor plates of the tower components are 984m2 for Tower 2 and 1,000m2 for Tower 3, which minimizes the overall impact of the towers on adjacent properties.

Shadow, Wind and Noise Impacts
As mentioned, a shadow study was submitted as part of the submitted application. The design of the building allows the shadows to move relatively quickly, traversing across existing development within approximately 1-3 hours. The most significant shadow impact on adjacent developments to the west occurs in December at 9am. Otherwise shadow impacts will predominately affect the existing site. That said, as noted above, further shadow analysis and mitigation will be considered through the updated shadow study during the site plan approval process.

Wind studies are typically only required in more intensive situations where wind effects will be felt due to the number of high-rise buildings within an area, such as in the downtown. In this instance no wind study was completed nor identified as necessary. It is important to note that the design of the towers will also assist in minimizing wind issues. The use of podiums at the building bases reduces the apparent height and mass of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (TLP 292).

The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. Construction noise may impact the site during the time that the development is under construction; however, will be a short-term inconvenience. A noise study was submitted as part of the complete application, to address the mitigation of impacts of road noise on the new development. Recommendations from this study will be implemented through the site plan process.

Precedent
This application is located within the Transit Village Place Type, and the Masonville Secondary Plan. Higher intensity of uses and mixed-use forms are anticipated and encouraged within these areas to support the City's goals of pedestrian oriented, walkable neighbourhoods, and transit-supportive developments. However, it is important to note that each application will be reviewed on its own merits as individual applications are made.

4.5 Parkland Dedication

Through the Masonville Secondary Plan, the intent is to establish parkland within the plan area to support existing and future residents and complement the parks in the nearby area. As development occurs, the provision of new public parks and privately owned, public spaces (POPS) is identified as a priority. The provision of land for future public parks is prioritized over the collection of cash-in-lieu to establish locations for new open spaces within the Secondary Plan area (3.7 Parks). Due to the number of units proposed through Phases 1, 2, and 3 of development for this site, there is an heightened need for parkland in this area. A new park is required in the northwest quadrant of the master plan area at the classification level of 'urban park' with a minimum size of 0.5ha, in accordance with the Masonville Secondary Plan.

The location for the park proposed in the conceptual master plan is within an existing, tenanted commercial building and is therefore difficult to obtain at this time. During the review of Tower 1, the City accepted cash-in-lieu at the time of Site Plan Approval as an acceptable form of parkland dedication. However, a land dedication in the amount of 0.5 hectares is required through the development of Phases 2 and 3, in accordance with Policy 3.7 of the Masonville Secondary Plan, and is to be secured through the Site Plan Approval process.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone. Special provisions are requested to permit a maximum height of 22-storeys (80.0m) and a maximum density of 310 units per hectare. Staff are recommending approval of the requested Zoning By-law Amendment with additional special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and Masonville Secondary Plan, and will permit two mixed-use buildings with heights of 20 and 22 storeys and a total of 337 residential units.

Prepared by:	**Alanna Riley, MCIP, RPP** **Senior Planner, Planning Implementation**
Reviewed by:	**Catherine Maton, 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 Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering
Kyle Gonyou, Manager, Urban Design and Heritage

Appendix A – Zoning By-law 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 1725-1737 Richmond 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 1725-1737 Richmond Street as shown on the attached map **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone **TO** a Business District Commercial Special Provision (BDC1(*)) Zone and Business District Commercial Special Provision (BDC1(**)) Zone.

2. Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provisions:

   BDC1(*) 1725-1737 Richmond Street

   a) Permitted Uses

      i) All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building

   b) Prohibited Uses

      i) Commercial parking lots and commercial parking structures
      ii) Uses with drive-through facilities

   c) Regulations

      i) Height (Maximum): 80.0m
      ii) Density (Maximum): 725 units per hectare
      iii) Richmond Street shall be deemed to be the front lot line
      iv) Front Yard Depth (Minimum): 1.0m
      v) Front Yard Depth (Maximum): 3.0m
      vi) Rear Yard Depth (Minimum): 3.0m
      vii) Ground floor height (Minimum): 4.0m
      viii) Tower step-back above the 4th storey along Richmond Street (Minimum): 5.0m
      ix) Tower step-back above the 4th storey along the internal private road to the north (Minimum): 6.5m
      x) Tower step-back above the 4th storey along the south and west facades of the building (Minimum): 4.5m
      xi) Tower floor plate (Maximum): 1000.0m^2
      xii) Permit unlimited encroachments for balconies and canopies
      xiii) The principal residential entrance and commercial uses shall face Richmond Street

BDC1(**) 1725-1737 Richmond Street

a) Permitted Uses

i) All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building

b) Prohibited Uses

i) Commercial parking lots and commercial parking structures
ii) Uses with drive-through facilities

c) Regulations

i) Height (Maximum): 71.0m
ii) Density (Maximum): 735 units per hectare
iii) Residential Tower Separation above 8 storeys (Minimum): 25.0m
iv) North Centre Road shall be deemed to be the front lot line
v) Front Yard Depth (Minimum): 4.0m
vi) Front Yard Depth (Maximum): 15.0m
vii) Ground floor height (Minimum): 4.0m
viii) Tower step-back above the 6th storey along North Centre Road (Minimum): 5.0m
ix) Tower floor plate (Maximum): 1,000m2
x) Permit unlimited encroachments for balconies and canopies
xi) Principal entrance of the residential lobby shall face North Centre Road

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.

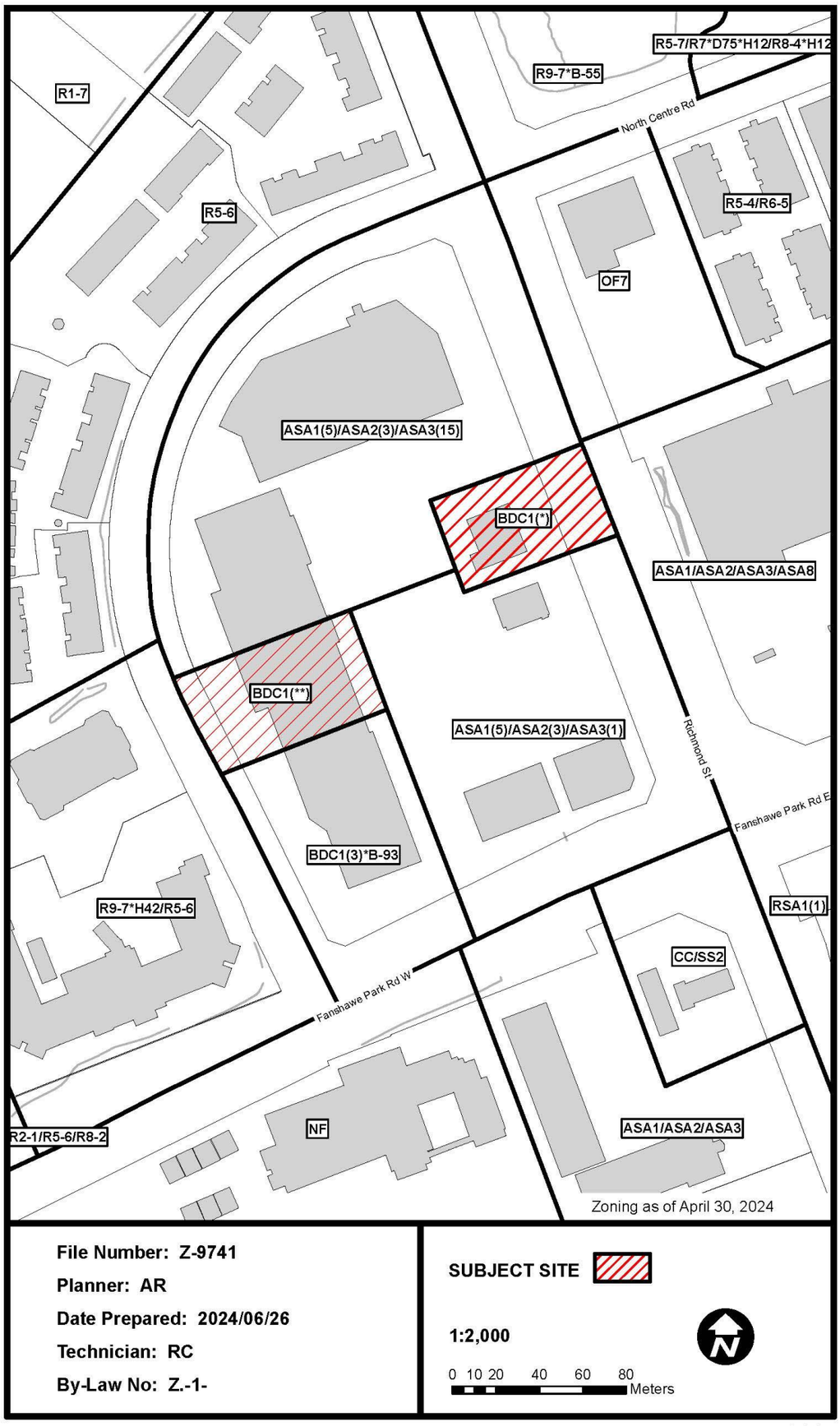
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial
Frontage – Tower 2	43.4m
Frontage – Tower 3	32.8m
Area – Tower 2	0.22ha
Area – Tower 3	0.25ha
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Commercial
East	Commercial
South	Commercial
West	Seniors Housing and Apartment Building

Proximity to Nearest Amenities

Major Intersection	Fanshawe Pk Rd/Richmond Street
Dedicated cycling infrastructure	50m
London Transit stop	50m
Public open space	550m
Commercial area/use	0m
Food store	5m
Community/recreation amenity	550m

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village Place Type
Current Special Policies	Masonville Secondary Plan
Current Zoning	Associated Shopping Area Special Provision ((ASA1(5)/ASA2(3)/ASA3(1)) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Business District Commercial Special Provision BDC1( ) Zone

Requested Special Provisions

Regulation (BDC1)	Required	Proposed
Density	-	310 uph for both towers
Height	12.0m	22-storeys (80.0m for tower 2 20-storeys (69.0m) for tower 3

C. Development Proposal Summary

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone. Staff are recommending approval with special provisions that will facilitate the development of two mixed-use towers.

D. Development Overview

The proposed development seeks to intensify the subject lands with two mixed-use towers consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3). Density for both towers is 306 units per hectare.

Altogether, the development will yield a total of 337 residential units on the subject lands.

E. Proposal Statistics

Land use	Commercial/Residential
Form	Mixed-use towers
Height	Tower 2 - 20 Storeys (69.0 m) Tower 3 – 22-storeys(80.0m)
Residential units	337 units
Density	306 UPH
New use being added to the local community	No

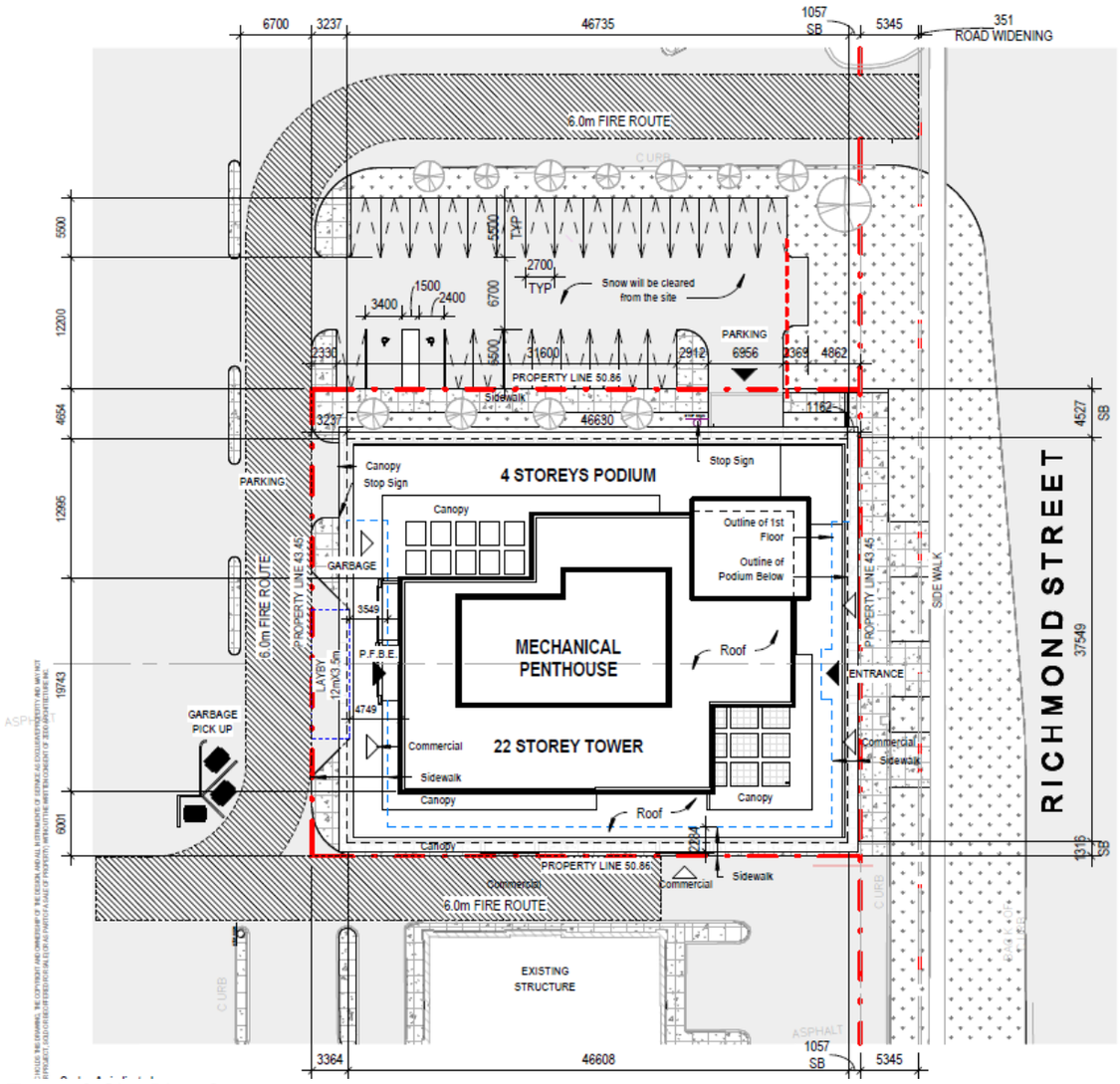
F. Mobility

Parking spaces	Tower 2 – 163/Tower 3 - 178
Vehicle parking ratio	1.00-1.06 Spaces per unit
New electric vehicles charging stations	included
Secured bike parking spaces	Included
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

G. Environment

Tree removals	N/A
Tree plantings	4 Trees
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Rooftop amenity areas, EV, LID

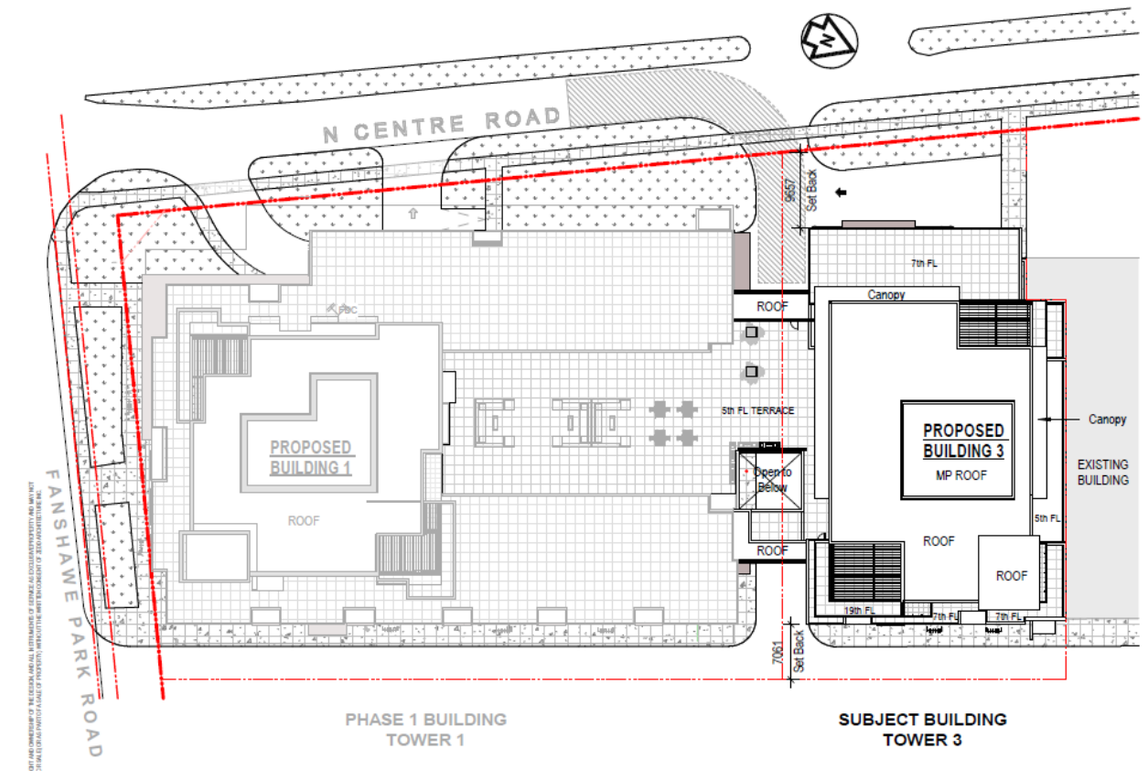
Appendix C – Additional Plans and Drawings



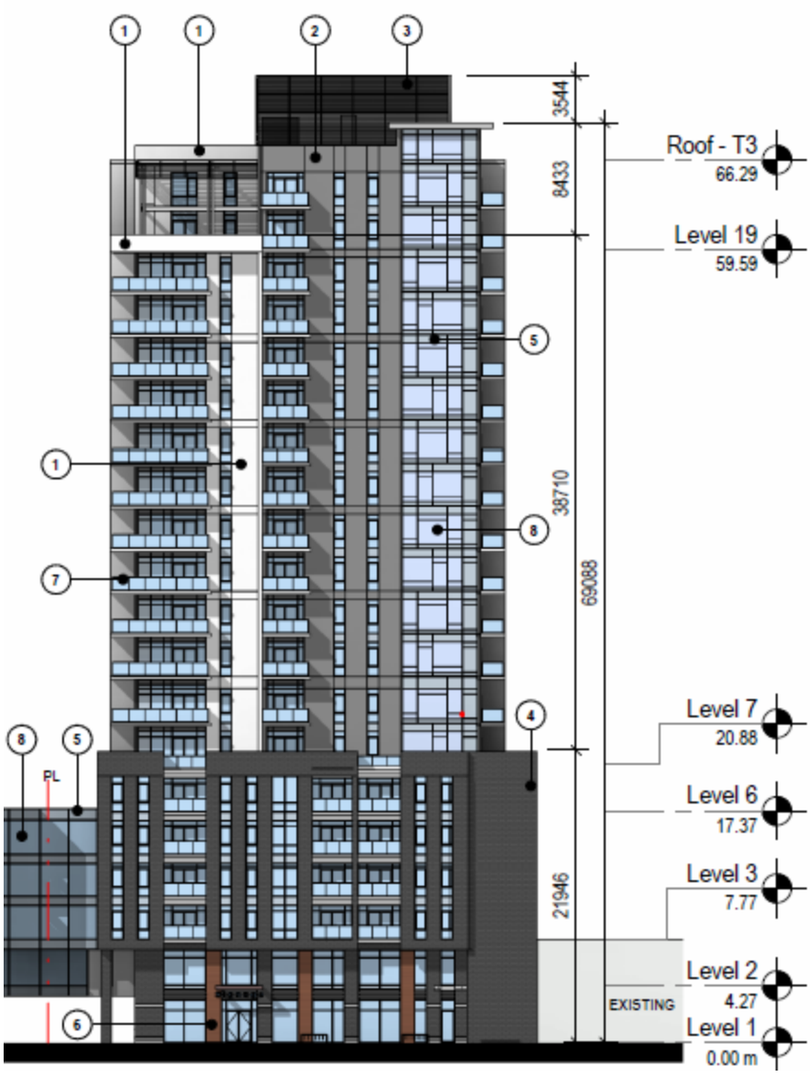
Tower 2 Site Plan Concept

Perspective of Tower 2 and major physical elements

Tower 2 Rendering Southeast



Tower 3 Site Plan Concept



Tower 3 East Elevation

Southwest Rendering of Tower 3

Appendix D – Internal and Agency Comments

Upper Thames River Conservation Authority – Received June 7, 2024

- The subject lands are not affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act.*

Site Plan – Received June 19, 2024

1. **Major Issues**
   - *TOWER 2:*
   - Clarify whether the shown fire route, underground parking access driveway, and surface parking area will be within the same Zone boundary as this Tower. If it will not, then update the parking counts to remove these parking spaces (including the accessible parking spaces). As well, if these lands are intended to be severed off, Staff encourage the applicant to pursue full Site Plan Approval first to ensure that a master Development Agreement is registered on title to avail themselves of Section 4.16.4 of the Zoning By-law and to avoid disconnecting any of these essential site features from this Tower.
   - *TOWER 3:*
   - There is no dedicated space for paratransit vehicles or general loading/unloading. Explore options to provide this dedicated space and ensure that it complies with the Site Plan Control By-law standards in terms of size, location, and overhead weather protection.

2. **Matters for OPA/ZBA**
   - *TOWER 2:*
   - None at this time.
   - *TOWER 3:*
   - None at this time.

3. **Matters for Site Plan**
   - *TOWER 2:*
   - At the time of a Site Plan Application (and through the Zoning By-law Amendment process), provide details on the underground and upper parking level plans including parking stall dimensions and a separate plan for each floor of parking.

- The proposed waste collection strategy may prove problematic as municipal vehicles can only load from the front of the truck and a dedicated loading space has not been provided for these vehicles.
- Provide a common outdoor amenity space specific to this Tower.
- Visitor parking is required at a rate of 1 per every 10 dwelling units.
- Provide all necessary Fire Route information.
- Provide a north-south pedestrian connection internal to the site from the proposed to the existing commercial buildings to the south.
- *TOWER 3:*
- The proposed waste collection strategy may prove problematic as municipal vehicles can only load from the front of the truck and a dedicated loading space has not been provided for these vehicles.
- A common outdoor amenity space specific to this Tower is required as it cannot rely on Tower #1 to serve this function.
- Visitor parking is required at a rate of 1 per every 10 dwelling units.
- Door swings appear to be impeding pedestrian traffic flow along the main east-west sidewalk abutting this Tower.
- It appears that there is no direct connection between the elevators and the dwelling units shown on Floors 2-4. The applicant is to clarify how these residents are expected to access their units in an accessible manner.
- Provide all necessary Fire Route information.
- Identify how snow storage will be handled on site.

4. **<u>Complete Application Requirements</u>**
   - Record of Site Plan Consultation
   - Noise Study

Heritage – Received June 6, 2024

- No comments

Parks – Received June 10, 2024

5. **<u>Major Issues</u>**
   - This proposed amendment would permit three apartment buildings with a total of 563 new residential apartment units on this site: 226 units in the approved apartment building at 1737 Richmond St, 159 units in the proposed second apartment building at 1725 Richmond St and 178 units in the proposed apartment building at 1737 Richmond St. This may result in a potential increase of over 1200 residents (based on 2.2 p/u), on this site.

   xii)

   - The Masonville Area Plan identified a 0.5ha park to be developed on this quadrant of the Fanshawe Park Road and Richmond Street intersection to service the recreational needs of the proposed new residents on the existing commercially developed lands.

   xiii)

   - The dedication of the parkland to service the needs of these new residents should be provided prior to the final development of these proposed additional apartment buildings

<u>Proposed Location of Park in the Masonville Area Plan</u>

xiv)

6. **Matters for OPA/ZBA**
   - None.

7. **Matters for Site Plan**

   - Parkland dedication is required in the form land, pursuant to By-law CP-25 to implement the intent of the Masonville Area Plan.

Urban Design – Received June 19, 2024

Urban Design is generally supportive of the proposed developments. However, staff are concerned that the shadow studies submitted by the applicant do not comply with the City's terms of reference as the shadow studies do not demonstrate the cumulative impacts of all of the proposed and approved developments on the subject site and thereby incorporating appropriate mitigation measures.

Matters for Zoning: Tower 2

1. **Provide a minimum setback of 1.0m from Richmond Street** to encourage street-orientation while avoiding encroachment of footings and canopies. MSP 6.5.ii), TLP 259, 286, 288
2. **Provide a maximum setback of 3.0m from Richmond Street to restrict parking between the buildings and the public streets yet ensure a sense of enclosure to the street. TLP, 269, 272, 288**

Ground Floor Design

1. **Provide a minimum ground floor height of 4m** along Richmond Street to create an active streetscape. MSP 6.5.viii)
2. **Orient the principal entrances of the residential lobby and the commercial units to face Richmond Street. MSP 6.5.iii), TLP 291**

Podium Design

1. **Provide a minimum step-back of 5m from the edge of the podium to the base of the tower above the 4th storey along Richmond Street (east)** to reduce the apparent height and to create a human-scale environment. Refer to MSP 6.2.ii)
2. **Provide a minimum step-back of 6.5m from the edge of the podium to the base of the tower above the 4th storey podium along the future street (north)** to mitigate shadowing and provide better sunlight penetration to the future street. MSP 6.2.iii)
3. **Provide a minimum step-back of 4.5m from the edge of the podium to the base of the tower above the 4th storey podium along the south and west facade** to reduce the visual impact . MSP 6.2.iii)

Tower Design

1. **Provide a maximum tower floor plate size of 950 square metres**. MSP 6.2.iv) & v), TLP 293
2. **Provide a maximum height of 22 storeys or 80m**

Matters for Zoning: Tower 3

1. **Provide a minimum setback of 9.5m from North Centre Road** to ensure the proposed development aligns with the proposed setbacks of Tower 1 and reinforces the street wall along North Centre Road. Refer to MSP 6.5.ii), TLP 259, 286, 288

Ground Floor Design

1. **Provide a minimum ground floor height of 4m along North Centre Road**. MSP 6.5.viii)
2. **Orient the principal residential lobby entrance to face North Centre Road.** MSP 6.5.iii), TLP 291

Podium Design

1. **Provide a minimum step-back of 9m from the edge of the podium to the base of the tower above the 6th storey along North Centre Road** to reduce the apparent height and to create a human-scale environment. Refer to MSP 6.2.ii)

Tower Design

1. **Provide a maximum tower floor plate size of 1000 square metres**. MSP 6.2.iv) & v), TLP 293
2. **Provide a maximum height of 20 storeys or 69m**

Applicable to all developments on the subject site

1. **Provide an effective separation distance of 25m between the tower portions (i.e. portions above 8 storeys) of all development within the subject site**. MSP 6.2.viii)

Matters for Site Plan

General Comments

1. Ensure there is a safe and continuous pedestrian network throughout the site connecting principal entrances, parking lots, adjacent public sidewalks and transit stops. MSP 3.1.1.i), TLP 258
    - Use contrasting materials (e.g., concrete) or painted strips where walkways cross vehicular circulation routes to distinguish a pedestrian walkway from asphalt vehicular areas to create a continuous and safe pedestrian network
2. Screen the surface parking visible from the public and private streets with enhanced all-season landscaping. MSP 3.1.4.iii)
3. Ensure glazing for non-residential active uses (e.g., commercial/office spaces, residential lobby areas and indoor amenity spaces) located on the ground floor is transparent. MSP 6.5.ix)

Specific to Tower 2

1. Provide pedestrian, cycling and transit-oriented amenities (e.g., bike racks and seating areas) along the Richmond Street and the future street frontages. MSP, 3.1.1(i), MSP 3.1.3.i),_iii)
2. Continue the transparent glazing throughout the at-grade retail uses on the front façade facing Richmond Street to further activate the street and allow for passive surveillance. MSP 6.5.ix)
3. Wrap the podium parking with active uses along the Richmond Street frontage. MSP 3.1.4.iii), TLP 273, 275, 814_7

Specific to Tower 3

1. Consider providing a similar level of articulation such as wrap-around balconies or windows on the blank brick portion of the south podium façade visible from North Centre Road and the future street, as provided for Tower 1 to allow passive surveillance throughout the site. MSP 6.1.v), TLP 228, 285

Landscape Architecture – Received June 6, 2024

- No comments

Ecology – Received June 6, 2024

- No concerns.

Engineering – Received June 26, 2024

Zoning Application Comments:

Planning & Development:

- Engineering has no objection to the above noted application and recommends zoning approval.
- The following comments will need to be addressed at the siteplan application stage.

Transportation:

- Proposed redevelopment is expected to increase noticeable traffic for the North Centre Rd driveway and in absence of proper clear throat there will be congestion and operational problems within site and on street.
- Therefore, relocate drop-off pick-up area internal to the site and away from the North Centre Road.
- Additionally, building #1 and #2 underground parking ramp needs to be aligned with the parking garage exit to avoid conflicts between vehicles trying to access and exit at the same time.
- Additional vehicle turning analysis is required for the tower #1 and #2 ramp and garage exit. [TIA]
- Access management review is required for the North Centre Road driveway. [TIA]

Stormwater:

- SWED staff have reviewed the application for Zoning By-law amendment. There were a number of elements of our “20 day pre-review” commentary that were not incorporated into this application. It’s unclear if that was from outcome of planning staff discussions or for other reasons. Can you please pass the following information to Planning, we would appreciate if it could be incorporated:

Planning Considerations

- We request that the proponent address section 3.3 of the Masonville Secondary Plan, approved by Council in October 2022.
- As the proposal includes a large rooftop amenity space, SWED requests that P&D implore the proponent to also consider London Plan policy 475, in particular, the use of onsite flow attenuation of flat roofs and the creation of green roofs.
- Additional policy we would still wish to see enacted, due to the strategy for stormwater management within the Masonville Secondary Plan:
    - LP_282_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect
    - LP_283_ Surface parking areas should be designed to incorporate low impact development measures to address stormwater management
- It is recommended that the parking planters be used as small scale LID units to capture and treat a portion of the parking lot runoff through filtration and infiltration.
- Bioretention, bioswales, rain gardens, green roofs, permeable pavers, or any other LID features are encouraged for Site Plans where private landscapers and maintenance personnel will be employed on regular contracts.
- Please note: the SBM site servicing briefs referenced in the Planning & Design report require refinement and are subject to change based on the outcome of a Site Plan Design meeting on May 16, 2024, between SBM and City Staff.
- There will be additional comments to future Site Plan Applications.

Detailed Design Considerations:

- For the benefit of the project, please ensure the applicant is informed about the following SWM issues/requirements to be considered by the applicant's consultant engineer when preparing the storm servicing strategy for this land during the development application stage:
    - The following Record of Site Plan Consultations remain applicable: Tower 2 (east) – SPC23-048, Tower 3 (west) – SPC24-053
    - Target peak flow rates which were allowed for the site in the design of the receiving storm sewer, are as follows:
    - Block 1 west – 450 PDC – 2yr, 1.37ha @C=0.7 = 190l/s , allowable flow for all events 2yr-100yr
    - Block 1 east – 450 PDC – 2yr,1.43ha @C=0.7 = 200l/s, allowable flow for all events 2yr-100yr
    - Block 2 – 600mm PDC – 2yr,2.02ha @C=0.7 = 280l/s, allowable flow for all events 2yr-100yr

- The major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the major storm event (130% of the 100-year event, 2024 DSRM 6.2.3), including control of external drainage areas
- For proposed development in exceedance of the allowable peak flow of the downstream storm sewer design, on-site SWM control design should include, but not be limited to bioswales, infiltration galleries/systems, required storage volume calculations, flow restrictor sizing, etc. It is suggested that primarily "clean" roof runoff be directed to infiltration features.
- Tower 1 (Building D) should facilitate a future storm servicing connection to Tower 3, per the attached Master Plan
- The reports state that the existing OGS should be sufficient to continue servicing the site. The owner is requested to undertake a clean out of the existing OGS unit on site as part of ESC removals work at completion of the project.

Water:

- Water is available to the subject site via the municipal 300 mm PVC watermain on North Centre Road and 400 PVC watermain on Richmond Street.
- The Site is in the City's low Level service area, which has a hydraulic grade line of 301.8 m.
- Existing water service shall be abandoned to City Standard (Cut and Cap from main)
- If the ownership of the proposed building is different than the remainder of the site, a separate municipal water service shall be provided.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- A water servicing report will be required addressing domestic demands, fire flows, water quality and future ownership of the development.

Wastewater:

- The municipal sanitary sewers to service the site is the 375mm/450mm on Fanshawe Park Rd West. Any internal private sewer that is proposed to be reused is required to be field verified and certified by the applicants engineer that it is adequate in size, slope and condition which may require CCTV inspection (to be reviewed/approved by the appropriate City division). If any of the internal private sewer cannot be verified by the applicants engineer or is not deemed acceptable by the City, new internal private sewer will be required for the proposed towers connecting to the recently installed PDC from SPA24-022.
- Based on the Master Servicing Plan previously submitted, the ultimate buildout of the lands is anticipated as approximately 17L/s (4.6ha and 1451ppl including any commercial on site that is to remain)

Appendix E – Public Engagement

Community Engagement:

Notice of Application - On May 29, 2024, Notice of Application was sent to 274 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 May 29, 2024. A “Planning Application” sign was also placed on the site.

There were 4 responses received during the public consultation period.

Public Comment #1 – Arthur Thompson

Please include the following comments regarding 1725–1737 Richmond Street in future deliberations on this matter.

While I am delighted to witness the transformation of Masonville from an area comprised solely of drab big-box stores and strip malls, I believe these two applications could include more ground-level retail space for small businesses (not chain stores) and improved public-realm design. Currently, the proposed three towers (one already approved, I believe) simply appear as if they were placed carelessly in the middle of a parking lot, with little consideration for the true intent of the Masonville Secondary Plan. Where are the tree-lined avenues, shady restaurant patios, and parkland that were promised in the plan? Although I realise Hyland Centre intends to continue to develop this plot over the coming decade, action needs to be taken now to ensure that the final product is the result of a cohesive effort; dedications for public amenities, new side streets, and parks should be made now, not squeezed in as an afterthought once the towers are complete.

Also, regarding the design of the towers themselves, I’m afraid I must be blunt: these towers are deeply unattractive, unadventurous, grey, monoliths lacking any human scale due to their immense size. A lack of any meaningful use of podiums and setbacks means that massive grey walls line North Centre Road, Richmond Street, and the interior parking lot. The two towers on the west side of the plaza should be rotated so that the rear of the building faces the interior of the parking lot and active commercial uses face onto North Centre Road, which is already a popular thoroughfare for pedestrians; the street would be even more pleasant of it were lined with cafés and boutiques.The tower on the east side of the parking lot suffers from the same issues; too little ground-floor retail space and imposing, non-pedestrian friendly design with little usage of any variation in scale. The massive white wall above the ground floor is also ugly; why can the developer not use actual coloured brick and concrete instead of various shades of black, grey, white, and silver? I also hoped that more trees would have been included in the landscape plans.

I’ve included some photos below that better encapsulate what both the Masonville Secondary Plan and I had envisioned for the area. Notice the use of colour, public space, human-scale buildings, decorative streetlights, and panoply of ground floor shopping/restaurant options.

Please accept my apologies for this lengthy letter; I simply am passionate about the possibilities for my neighbourhood.

Arthur Mustard-Thompson

Public Comment #2 – Will Evanson

For the record, I do not agree with this massive, intrusive change to my neighbourhood. We all said no to the first one, but now the city wants to build more!

Regardless of what I, or my neighbours say, we know the city will build anyways. Increased taxes and diminished quality of life. That's the city's way.

How long will we have to endure the construction NOISE, DUST, TRUCK traffic, etc?

Will the city compensate us for this massive inconvenience? Perhaps a tax break for the percentage of sky that will be blocked?

Public Comment # 3– Barbara Landry

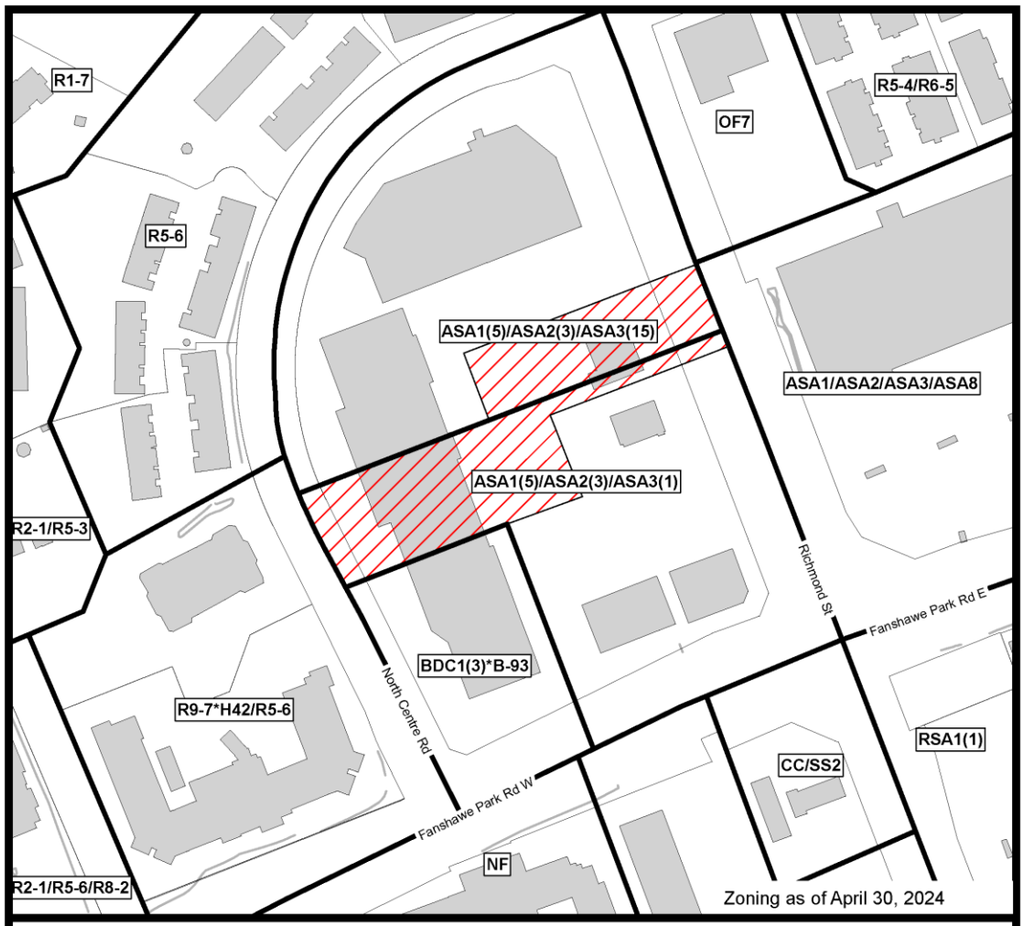
I just received info re the height of the towere. These towers will impede our view for which we paid a surplus to have. I object to the whole plan. We have enough high rises in our area that are completed or proposed . The ability to park in the shopping area will be severely affected. Please reconsider.
Barbara Landrey

I forgot to mention the dirt we would have to deal with, if this project goes ahead.
I have contacted my lawyer about what I (we) can do about this plan. It is unfair,with no thought for the people who live close.

Public Comment #4 – Association President of the Condos

The association president of the condos at North Centre/Richmond behind Loblaws asked me why they were not advised of this development as he and others believe they are within the meter distance of being informed.

Appendix F – Relevant Background



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: ASA1(5)/ASA2(3)/ASA3(15) & ASA1(5)/ASA2(3)/ASA3(1)

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

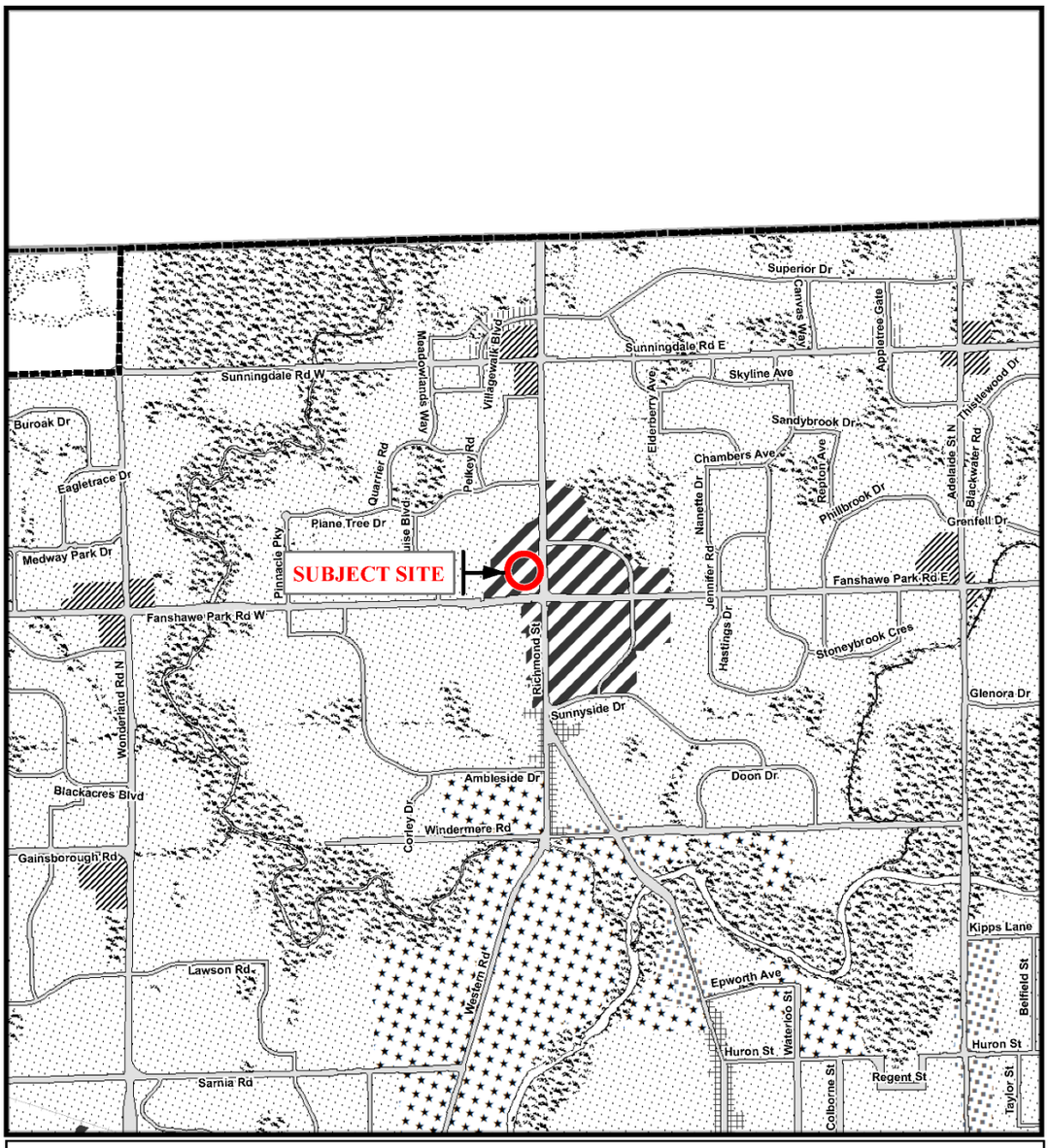
THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO: Z-9741 AR

MAP PREPARED: 2024/05/29 RC

1:2,500

0 12.525 50 75 100 Meters



Legend

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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9741
Planner:	AR
Technician	RC
Date:	2024/5/29

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9741-EXCERPT_Map1_PlaceTypes.mxd

Mark Fisher, Director of Education and Secretary

2024 July 08

Planning and Environment Committee, City of London
300 Dufferin Avenue
London, ON N6A 4L9

Via email: pec@london.ca

Re: Request for Delegation – Centennial Central Public School Sanitary Service Connection

Dear Councillor Steve Lehman, Chair

I am writing to request delegation status at the Planning and Environment Committee Meeting on July 16, 2024.

This letter also provides background information concerning wastewater servicing at Centennial Central Public School, located at 14774 Medway Road in Arva, Ontario which is owned by the Thames Valley District School Board (TVDSB), and to request connection to the City of London's (City) wastewater collection system as a result of additional investigations undertaken at this site and discussions with the Ministry of the Environment, Conservation and Parks (MECP).

Background

Centennial Central Public School is located within the boundary of the Municipality of Middlesex Centre; however, many students who attend the school reside within the City. Given the planned development in London, additional enrolment growth is expected at the school. As part of the overall strategy to manage this growth, TVDSB has established several holding zones in north London that designate students to other schools in the City with available space. A new school is planned for north-central London as a long-term solution and funding for this project will continue to be sought from the Ministry of Education as opportunities to do so arise.

In 2023, the TVDSB engaged Stantec to undertake an initial assessment of the existing system to address the anticipated future enrolment of the school. Review of existing information noted that wastewater servicing is provided by means of an on-site septic system, a portion of which was constructed in 1957 then expanded upon in 1967. The system currently consists of septic tanks and tile bed.

Based on review of the proposed population projections, Stantec identified the need to replace the existing septic tile bed, as the current system would not meet current code requirements and cannot handle the additional system flows. The TVDSB requested Stantec to commence design of a replacement on-site system. As the proposed system would exceed a design flow rate of 10,000 L/day, approval would fall under the Ministry of Environment, Conservation and Parks (MECP) and not the Ontario Building Code.

As part of the design stage, a geotechnical and hydrogeological investigation was undertaken to collect data to support the septic system design and application to the MECP. Draft findings from the hydrogeological report were provided to Stantec in early 2024; however, additional effluent testing was required to provide a more realistic assessment of the raw sewage characteristics. Updated results were received and forwarded to the local MECP branch for review. Findings from the investigation indicated that a conventional septic system to service the projected future flows at the school could not reduce the nitrate concentrations to an acceptable level, a key requirement for acceptance. Furthermore, the addition of tertiary level treatment was not considered feasible due to the extent of nitrate reduction required, and in recognition of the complexity of operating these systems.

Request for Connection

Based on follow-up discussions with the MECP, it was determined that there would be no viable on-site solution to service the school. As a result, a review was undertaken to confirm proximity of the nearest municipal wastewater collection system. The nearest possible connection would be to the City's collection system near the northwest corner of Sunningdale Road E and Adelaide Street N. The proposed daily design flows would be approximately 16 m^3, which could be accommodated within the system without impact. An alternative tie-in point was considered within Arva; however, the additional distance and complexity of drain crossings was not preferred. It is also recognized that flows within Arva currently direct to the City's collection system.

The proposed servicing solution would involve the construction of a new sanitary pump station on the school site, to be owned and operated by the TVDSB. A small diameter forcemain would direct flows from this system along the west side of Adelaide Street, with a tie-in to the maintenance hole structure at the northwest corner of Adelaide Street N and Sunningdale Road E. It is anticipated that the TVDSB would maintain responsibility for this forcemain including ongoing operation and maintenance requirements through an agreement with the City. The pump station would be metered for billing purposes.

Closing

To continue to address the enrolment growth at Centennial Central PS from development in London, the replacement of the on-site sanitary system at the school is required. Existing subsurface characteristics of the site indicate that a replacement system cannot achieve the level of nitrate reduction that is required to mitigate the risk of impact to groundwater sources. As such, the TVDSB is requesting permission to connect to the City's sanitary collection system. Work related to the design and construction would be the responsibility of the TVDSB, who will also be responsible for the maintenance of this infrastructure.

Sincerely,

Geoff Vogt
Superintendent Facility Services and Capital Planning
Thames Valley District School Board

CC:
Carlos Henriquez, Manager, Capital Projects, Thames Valley District School Board

July 8, 2024

Councillor Steve Lehman, Chair
Planning and Environment Committee
City of London

Sent via email to pec@london.ca

Re: Request for Delegation – Centennial Central Public School Sanitary Service Connection

We are writing to request delegation status at the Planning and Environment Committee Meeting on July 16, 2024.

Middlesex Centre staff have been in communication with staff from the Thames Valley District School Board (TVDSB) regarding ongoing concerns with the aging septic system at Centennial Central Public School, located at the northwest corner of Medway Road and Adelaide Street North in the Municipality of Middlesex Centre.

Middlesex Centre staff are supportive of the request from the TVDSB to convey flows to the City of London collection system and believe this is complementary to our current request regarding additional capacity for the Arva community.

We kindly request that the Planning and Environment Committee request City staff to work with TVDSB on implementing a solution to convey sewage flows from Centennial Central Public School, which services students from both of our communities to the London collection system. We understand that initial analysis and costing indicate establishing a connection to the City of London system along Adelaide Street North may be the preferred point of connection.

Sincerely,

Rob Cascaden, P. Eng.,
Director of Public Works and Engineering
Municipality of Middlesex Centre

July 8, 2024

Councillor Steve Lehman, Chair
Planning and Environment Committee
City of London

Sent via email to pec@london.ca

Re: Request for Delegation - Middlesex Centre Sanitary Servicing Agreement, 2000

Dear Chair Lehman,

As you know, the Municipality of Middlesex Centre currently has an agreement with the City of London dating back to 2000 for the provision of sanitary servicing to the settlement area of Arva, located directly north of the City of London municipal boundary. The current agreement limits the flows from Arva to 175 cubic metres per day.

Middlesex Centre is a thriving, progressive, and welcoming community that honours our rural roots and embraces our natural spaces, and we strive to implement this vision through our growth management and strategic planning.

The Community Settlement Area of Arva represents an important area of growth for the municipality as one of only three serviced settlement areas, expected to accommodate the majority of the municipality's growth and development.

We applaud the City of London for the significant progress made in addressing the housing crisis in a way that is sustainable and protects our shared environmental resources. This is why we would like to discuss the opportunity to expand our partnership to further our shared goal of environmentally sustainable growth.

Expanding on the existing sanitary servicing agreement to permit additional growth in the community of Arva would advance our collective objectives in addressing the housing crisis and provides the opportunity to explore other partnerships to enhance our

border communities. This includes addressing existing servicing challenges at TVDSB's Centennial Central Public School and enhancing trail connections and amenities.

Middlesex Centre kindly requests that the Planning and Environment Committee request City staff to review the potential for increasing the amount of sanitary capacity allotted to Arva. Middlesex Centre would be willing to discuss financial contributions towards necessary upgrades within the City of London's sanitary sewer system to allow for increased capacity limits.

We look forward to discussing these important partnership opportunities,

Sincerely,

Aina DeViet, Mayor,

Municipality of Middlesex Centre

deviet@middlesexcentre.ca

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

July 16, 2024

Dear PEC Colleagues,

Councillor Rahman and Councillor Franke would like to bring the following directions to Planning and Environment Committee to ensure London continues to grow and manage our urban forest canopy in a responsible and effective manner.

Given London's identity as "The Forest City" and the vital role that tree protection plays in our climate action goals, enhancing our urban forestry strategies is essential. Urban forests provide numerous ecological, economic, and social benefits, including carbon sequestration, temperature regulation, stormwater management, and enhancing the overall quality of life for residents.

We often hear at Planning and Environment Committee meetings of the need to protect large mature trees on sites planned for development. We hear from residents at the Civic Works Committee meetings of their despair when trees are removed due to municipal projects. It is clear the community cares for trees and would like to see further action to protect and grow our canopy coverage.

Therefore, we request your support for the following;

Civic Administration BE DIRECTED to provide information and associated recommended actions on the following matters in Q4 of 2024:

1. as part of the Urban Forestry Strategy Monitoring Report:
    1. a status update of initiatives identified in the Urban Forestry Strategy Implementation Plan;
    2. the requirements to effect The London Plan policies for tree replanting and/or compensation with development applications;
    3. opportunities to establish large designed planting sites (e.g., an arboretum or new woodland habitat);
    4. opportunities to require better soil amendments in new developments

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

2. as part of the Tree Planting Strategy:
    1. updated policies and numerical standards related to resident input for boulevard tree planting, soil suitability for boulevard tree planting, and selection of tree species to be planted;
    2. specific planting targets for geographic areas of the City; and,
    3. additional planting opportunities on City-owned lands and partnerships with consenting institutional land owners (e.g., schools, hospitals, universities, colleges, etc.).

The inclusion of these items will strengthen our urban forestry program and align it with London's climate action and sustainability goals. We believe that with these enhancements, our city can continue to lead by example in urban forest management and climate resilience.

Thank you,

Skylar Franke
Ward 11 City Councillor

Corrine Rahman
Ward 7 City Councillor

DEFERRED MATTERS
PLANNING AND ENVIRONMENT COMMITTEE
(AS OF JUNE 3, 2024)

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1	Draft City-Wide Urban Design Guidelines – Civic Admin to report back at a future PPM of the PEC	Oct 29/19 (2.1/18/PEC)	Q4 2024	H. McNeely/ K. Edwards	Staff are working to incorporate the contents of the draft Urban Design Guidelines into the Site Plan Control By-law update (expected Q3 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 – 3rd 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)	Q3 2024	H. McNeely/ M. Davenport/ K. Edwards	Staff have undertaken a detailed review of the recommendations made in the EIS Monitoring Report and are reviewing overall best practices.

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
3	Food Based Businesses – Regulations in Zoning By-law Z-1 for home occupations as it relates to food-based businesses	Nov 16/21 (4.2/16/PEC)	Q4 2024	H. McNeely/ J. 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	H. McNeely/ B. 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	C. McIntosh/ J. Yanchula	This work is delivered in a June 11, 2024 Planning and Environment Committee report.
6	Green Development Standards – a) the Civic Administration BE DIRECTED to update by Q3 2024 the Site Plan Control Bylaw and/or Zoning Bylaw to include the following requirements; i) 5% of the required parking spaces for buildings over 40 units be roughed in for EV charging; ii) minimum 50% native species for landscaping, with no invasive species	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
	planted should be considered during plant selection criteria, and for staff to create a preferred list; and, iii) short-term bicycle parking requirement at a rate of 0.1 space / unit for townhouse developments. Where feasible, bicycle parking should be centrally located to serve all units; c) the Civic Administration BE DIRECTED to review the legislative framework and municipal best practices to adopt a bylaw through section 97.1 of the Municipal Act to implement sustainable building construction features, including but not limited to, energy efficiency, water conservation and green roofs, and report back to Council with options and recommendations, including identifying any required Official Plan, Zoning Bylaw and Site Plan Control Bylaw amendments; and, d) the Civic Administration BE DIRECTED to report back to Council within Q3 2024 with a short update regarding the scope and timeline of the Green Development Guidelines and Green Parking Lot Guidelines.			H. McNeely/ K. Edwards H. McNeely/ K. Edwards	Part c) work targeted for Q3 2024 Part d) work targeted for Q3 2024
7	39 Carfrae Street – That, the following actions be taken with respect to the proposed updated Schedule “C” and Schedule “D” for the Heritage	Feb 21/24 (2.4/4/PEC)	Q2/2024	H. McNeely/ K. Edwards/ S. Tatavarti (Legal)	Part b) work targeted for June 2024

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	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;				
8	Materials Guidelines (4th Report of the CACP) - the Civic Administration BE DIRECTED to develop a more permissive set of guidelines for the use of synthetic materials (including composites) in buildings designated under Heritage Conservation Districts to allow greater flexibility in material choices, while also aligning with London's existing HCD policies to preserve the aesthetic of heritage buildings and report back to a future PEC meeting for public input and Council approval;	May 14/24 (2.2/7/PEC)	Q2/2025	H. McNeely/ K. Gonyou	Staff are reviewing synthetic materials (including composites) in relation to their potential use for properties designated as part of a Heritage Conservation District.
9	Civic Administration BE DIRECTED to provide information and associated recommended actions on school block acquisitions and report back to the Planning and Environment Committee in Q4 of 2024, including, but not limited to: a) background on the acquisition of blocks for the purposes of a school in the context of Planning Act applications;	June 25/24 (4.1./10/PEC)	Q4 2024	P. Kavcic/B. Page/ H. McNeely	Staff are reviewing the recommendation and compiling information for a Q4 2024 staff report.

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	b) a status update on all unacquired Blocks identified in approved Planning Act applications identified for possible School Blocks; and, c) provide options for Council's consideration to provide the School Board(s) with additional flexibility in acquiring School blocks in future Planning Act applications;				

Community Advisory Committee on Planning
Report

7th Meeting of the Community Advisory Committee on Planning
July 10, 2024

Attendance

PRESENT: J.M. Metrailler (Chair), M. Ambrogio, I. Connidis, J. Gard, A. Johnson, S. Jory, M. Rice, M. Wallace, K. Waud, M. Whalley, M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: M. Bloxam, J. Dent and S. Singh Dohil

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

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair for the Term Ending April 1, 2025

That J.M. Metrailler BE ELECTED Chair of the Community Advisory Committee on Planning for the term ending April 1, 2025.

2. Scheduled Items

2.1 Mobility Master Plan Public Engagement

That it BE NOTED that the presentation, as appended to the Agenda, from S. Grady, Traffic and Transportation Engineer and M. Clarke, Planner, with respect to the Mobility Master Plan Public Engagement June to September 2024, was received.

3. Consent

3.1 6th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 6th Report of the Community Advisory Committee on Planning, dated June 5, 2024, was received.

3.2 2025 Mayor's New Year's Honour List - Call for Nominations

That it BE NOTED that the communication, dated June 27, 2024, from the City Clerk and Deputy City Clerks, with respect to the 2025 Mayor's New Year's Honour List Call for Nominations, was received.

3.3 Notice of Planning Application - Official Plan and Zoning By-law Amendments - Transit Village Amendments - Oxford-Richmond and 100 Kellogg Lane

That it BE NOTED that the Notice of Planning Application, dated June 13, 2024, from S. Filson, Planner, with respect to Official Plan and Zoning By-

law Amendments related to Transit Village Amendments for Oxford-Richmond and 100 Kellogg Lane, was received.

3.4 Notice of Cancellation of Public Participation Meeting - Zoning By-law Amendment - 4452 Wellington Road South

That it BE NOTED that the Notice of Cancellation of Public Participation Meeting, dated June 13, 2024, from I. de Ceuster, Planner, with respect to a Zoning By-law Amendment related to the property located at 4452 Wellington Road South, was received.

3.5 Notice of Planning Application and Public Meeting - Zoning By-law Amendment - 1368 Oxford Street East

That it BE NOTED that the Notice of Planning Application and Public Meeting, dated June 20, 2024, from M. Hynes, Planner, with respect to a Zoning By-law Amendment related to the property located at 1368 Oxford Street East, was received.

3.6 Ontario Heritage Conference Summary - M. Whalley

That it BE NOTED that the communication, as appended to the Agenda, from M. Whalley, with respect to a summary of the 2024 Ontario Heritage Conference, was received.

3.7 Letter of Resignation - S. Bergman

That it BE NOTED that the letter of resignation from the Community Advisory Committee on Planning, as appended to the Added Agenda, from S. Bergman, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Heritage Designation of the Property at 1458 Huron Street, Ward 3

That it BE NOTED that the Community Advisory Committee on Planning (CACP) reviewed a staff report, dated July 10, 2024, with respect to a Heritage Designation of the property located at 1458 Huron Street, and the CACP supports the staff recommendation.

5.2 Heritage Planners' Report

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

6. Adjournment

The meeting adjourned at 6:28 PM.