

Agenda

Planning and Environment Committee

15th Meeting of the Planning and Environment Committee

October 2, 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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6.2 Personal Matter / Identifiable Individual

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2025 Mayor's New Year's Honour List.

7. Adjournment

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Planning & Development and Building
Housing Update – 2024 Year-To-Date

Date: October 2, 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 month of September, there were 1,485 units approved by Council. As of the September 24, 2024, Council Meeting, 13,110 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: September 24th Council

New Units Year-to-date	New Units in 2023	New Units in 2022	Provincial Pledge Total New Units
13,110	5,337	4,430	22,877

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. The table below includes year-to-date (YTD) new housing units in building permits issued by the Building Division.

Table 2: New Housing Units in Permits Issued by the Building Division.
As of: August 31, 2024

Units (2024 YTD)	Units (2023 YTD)	% Change (2023 YTD)	5-year Average Units (YTD)	5-year Average % Change (YTD)
2,677	1,191	125%	2,155	24%

Due to the delay between permit issuance and a CMHC “housing start” the number of permits issued and the number of “housing starts” will not match. CMHC defines a “housing start” as the beginning of construction work on the building where the dwelling unit will be located. Preliminary work on a housing construction site may occur before or after a permit building permit is issued.

3.0 New Housing in London

CMHC provides monthly reporting on housing starts that is used by the Province as the basis for determining London’s progress towards our 47,000 unit housing pledge. Progress towards the housing pledge is counted after January 1, 2022. Due to the use of CMHC “housing starts”, any homes in a building that had construction work initiated prior to January 1, 2022, is excluded from the Province’s housing tracking data.

London has been extremely successful in promoting more intense forms of housing and achieving much needed apartment rental housing. An apartment building can take several years to construct and when multiple phases of a building are constructed on the same property a “housing start” the entire ultimate development is registered by CMHC. One example, is the new Centro building at 110 Fullarton St. This building was counted as a construction “housing start” in the CMHC data prior to January 1, 2022; however, as of the writing of this report, the building is still under construction and will provide 652 new homes for Londoners when completed in the coming months.

Civic Administration has identified almost 3,000 housing units registered as “housing starts” prior to 2022 that represent new homes for Londoner’s since Council’s 47,000 unit housing pledge.

The following table provides a hybrid housing unit total combining the CMHC’s “housing starts” data since January 1, 2022, and with the additional new housing available to Londoners over the housing pledge period.

Table 3: Provincial Pledge New Housing Units
As of: August 31, 2024

Source Year	CMHC Housing Starts	Pre 2022 Housing Starts	Provincial Pledge New Housing
2022	2,495	412	2,907
2023	1,534	195	1,729
2024 (to date)	1,996	543	2,539
Pre 2022 Starts Currently Under Construction	-	1,775	1,775
Total New Housing Units:			8,950

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

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

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.
- Q3 2024 Heights Review/Transit Village/Major Shopping Area, *pending Minister of Municipal Affairs and Housing approval.*
- Q3 2024 Protected Major Transit Station Areas Zoning Review, *pending Minister of Municipal Affairs and Housing approval.*

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 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.

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

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

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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: Information Report on Provincial Planning Statement (PPS),
2024
Date: October 2, 2024

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, this report regarding the Provincial Planning Statement, 2024 **BE RECEIVED** for information

Executive Summary

Summary of Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 (PPS 2024) will come into effect on October 20, 2024. In accordance with section 3 of the *Planning Act*, all decisions on land use planning matters made on or after that date are required to be consistent with the PPS, 2024.

Highlights of the changes include:

- Terminology change from Provincial Policy Statement to Provincial Planning Statement
- Official Plan updates must supply enough land for a 20-30 year timeline, based on the Ministry of Finance's 25-year growth projections.
- Settlement area expansions and removing lands from employment areas can now be pursued at anytime, rather than during a Municipal Comprehensive Review as required previously.
- Requirements for Municipal Comprehensive Reviews have been removed.
- Employment lands have been redefined to include industrial, manufacturing, and warehousing uses while removing commercial and institutional uses.
- New policy requires development within 300 metres of employment areas to avoid, minimize, and mitigate potential impacts on the long term economic viability of employment uses.
- Strategic Growth Area policies incorporated into the PPS from the Growth Plan
 - Major Transit Station Areas (MTSAs) are required to plan for minimum density targets (ex. 160 residents and jobs combined per hectare for MTSAs along Bus Rapid Transit).
 - Requirement to provide housing options by supporting residential developments, such as redevelopment of underutilized shopping malls, plazas, and institutional sites.
 - Requirement to plan for intensification on lands adjacent to existing and planned frequent transit corridors, where appropriate.
- Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

- Large and fast-growing municipalities are required to undertake watershed planning to inform water, sewer, and stormwater services.
- New requirement to collaborate with school boards to plan for schools and childcare facilities, as well as publicly assisted post-secondary institutions to plan for student housing near institutions.
- Land uses in the vicinity of airports that may cause a potential aviation safety hazard are prohibited, whereas they were previously discouraged.
- Parcels in prime agricultural areas will be allowed up to two additional residential units, provided that a residential unit is currently permitted.

Purpose and the Effect of Recommendations

The purpose and effect of the new PPS 2024 is to provide municipalities with the tools and flexibility they need to build more homes. It enables municipalities to plan for and support development, and increase the housing supply across the province, align development with infrastructure to build a strong and competitive economy that is investment-ready, foster the long-term viability of rural areas, and to protect agricultural lands, the environment, and public health and safety,

Each section of PPS 2024 is summarized with the implications and implementation actions necessary to The London 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, which includes.

- Directing growth and intensification to strategic locations in a way that maximizes existing assets and resources, and
- *Protecting natural heritage areas and agricultural areas for the needs of Londoners now and into the future, and by*

Supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Summary of Changes

1.1 Previous Report Related to this Matter

City Comments on Draft 2023 Provincial Policy Statement, Planning and Environment Committee, July 17, 2023.

1.2 Planning History

The Provincial Policy Statement (2020 PPS) is an important planning document that establishes minimum requirements for all planning decisions in Ontario. Any decision on a planning issue is required to be consistent with the policies of the PPS. The PPS has been revised several times including updates in 2005 (when the “consistency” requirement was established), 2014, and 2020.

On April 6, 2023, a draft 2023 Provincial Planning Statement (2023 PPS) was released for consultation on the Environmental Registry of Ontario. A revised draft of the new Provincial Planning Statement (PPS 2024) was introduced in April 2024 to replace the Provincial Policy Statement (PPS 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

1.2 Overview of PPS 2024

Following consultations with municipalities, interested parties and the public, a final version of the PPS was released on August 20, 2024. The PPS, 2024 will come into effect on October 20, 2024. In accordance with section 3 of the *Planning Act*, all decisions on land use planning matters made on or after that date are required to be consistent with the PPS, 2024. Key changes include:

Planning

- Modified: Change land supply timeline from a maximum of 25 years to 20-30 years. Infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond 30 years (s.2.1.3).
- New: New growth forecasts must be based off the Ministry of Finance's 25-year growth projections (s.2.1.1).

Housing

- New: Municipalities must now permit redevelopment of underutilized shopping malls, plazas, and institutions to meet housing needs (s.2.2.1.b.2).

Settlement Areas

- New: Focus on large and fast-growing municipalities, and these municipalities are encouraged to target 50 residents and jobs per gross hectare in designated growth areas (s.2.3.1.5).

Boundary Expansion

- Removal: Requirements for Municipal Comprehensive Reviews for boundary expansions (s.2.3.2).
- New: Criteria for municipalities to evaluate boundary expansion, which include land needs, infrastructure capacity, etc. (s.2.3.2.1).

Strategic Growth Areas

- New: Concept of Strategic Growth Areas introduced from the Growth Plan for the Greater Golden Horseshoe (s.2.4.2).
- New: Concept of Major Transit Station Areas that municipalities are required to delineate (s.2.4.2).
- New: minimum density targets for Major Transit Station Areas (MTSAs) on higher order transit corridors (s.2.4.2.2).
- New: Municipalities encouraged to promote density and intensification in Major Transit Station Areas (MTSAs) (s.2.4.2.3).
- New: Requirement for municipalities plan for intensification along frequent transit corridors, where appropriate (s.2.4.3).

Employment

- New: Development within 300 metres of employment land is required to avoid, minimize, or mitigate potential impacts (s.2.8.1.3).
- New: Lands can be removed from employment uses at any time without the need for a Municipal Comprehensive Review following a list of criteria, such as land need, impact on adjacent uses, infrastructure (s.2.8.2.5).
- New: Removes commercial and institutional uses from Employment definition, redefines as industrial, manufacturing, warehousing (s.8).

Water

- Modified: Large and fast-growth municipalities are required to undertake watershed planning to inform sewage, water, and stormwater services. (s.4.2.3).
- New: Encouraged to collaborate with local conservation authority during watershed planning (s.4.2.5).

Agriculture

- New: Two additional residential units will be permitted in prime agricultural land areas where a residential unit is currently permitted, as long as criteria is met (s.4.3.2.5).

Implementation

- Modified: Planning decisions must be consistent with the PPS even before Official Plans and other planning documents have been updated for conformity (s.6.1.7).
- Modified: Municipalities are encouraged to reach densities beyond the minimum targets in the PPS (s.6.1.12).

2.0 Analysis of PPS, 2024

2.1 Growth Management and Housing

Elimination of the Growth Plan

With the approval of the PPS, 2024, *The Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan) will be repealed. While London is not within the planning area for the Growth Plan, some policies from the Growth Plan are incorporated into the PPS, 2024. Therefore, this change will affect London by requiring these policies to be considered. Specifically, these changes relate to municipal forecasts and the approach to growth management, which are described in the following sections.

Municipal Forecasts

As per section 2.1.1, municipalities must now base growth forecasts on the Ministry of Finance's 25-year population projections, which currently project population and employment until 2046. However, older provincial forecasts may still be used for ongoing land use planning (s.2.1.2). Municipalities must ensure land availability for projected needs over a 20–30-year period, but can plan beyond this period for infrastructure, public services, strategic growth, and employment (s.2.1.3).

Prior to the PPS, 2024 coming into force municipalities were required to follow the projections contained in the Growth Plan, or for municipalities outside of the Greater Golden Horseshoe like London to prepare their own forecasts. In 2022, Council adopted a forecast for London that will need to be updated to incorporate the Ministry of Finance projections for purposes related to planning matters, such as in the ongoing land needs study, which forms a part of the update to The London Plan.

Next Steps: Amendments to The London Plan may be required. The Ministry of Finance 25-year projection will be incorporated into the currently ongoing Land Need Study.

Focus on Key Growth Areas

The PPS, 2024 prioritizes the building of more homes for Ontarians, with a focus on affordable housing and residential intensification (s.1). PPS, 2024 prioritizes strategic growth areas and transit corridors for population and employment growth (s.2.4). Planning authorities must delineate Major Transit Station Areas (MTSAs) generally within a 500-800 metre radius of transit stations. Section 2.2.1(b)2 requires authorities to facilitate residential development on underutilized commercial and institutional sites. Section 2.3.1.4 requires setting minimum targets for intensification and redevelopment within built-up areas, based on local conditions. Section 2.3.1.5 encourages large and fast-growing municipalities to target 50 residents and jobs per hectare in designated growth areas. Section 6.1.12 encourages municipalities to exceed PPS, 2024 density targets. Section 2.1.6 replaces “healthy, liveable, and safe communities” (PPS, 2020, s.1.1.1) with “complete communities” which defers environmental and public health considerations to other sections of the document. Section 2.3.1.6 directs phasing policies for orderly development.

Next Steps: The major aspects of the changes made in the PPS, 2024 have already been incorporated into The London Plan, including identifying protected major transit station areas in 2021 and, more recently, strategic growth areas at the September 24, 2024 Council meeting. These policies of The London Plan will be reviewed for consistency as part of the ongoing update to The London Plan but major changes are not anticipated.

Affordable Housing

The definition of affordability is unchanged in the PPS, 2024. In addition, the PPS, 2024 policy removes references to market-based housing and instead embeds affordable housing within the concept of a broader mix of housing options to meet diverse needs (2.2.1.a). Existing requirements for municipalities to establish minimum targets for housing that is affordable for low to moderate income households are maintained (s.2.2.1(a)).

Next Steps: No amendments to The London Plan are anticipated.

Settlement Areas

Settlement areas remain the key focus for growth. Municipalities can expand settlement boundaries when meeting specific criteria. In London the “settlement area” includes all lands within the Urban Growth Boundary or a rural neighbourhood. Prior to the PPS, 2024 municipalities could only consider settlement area expansion through a comprehensive review, which also defined specifically what factors needed to be considered. Municipalities can now consider expanding settlement areas at any time, subject to the new criteria being met. Section 2.3.2 outlines the criteria for the creation or expansion of settlement areas. Key criteria include the need for additional land to meet projected land need, infrastructure capacity, impacts on agricultural land, and adherence to the minimum distance separation formulae. Landowners can apply for settlement area expansions. Landowners have the option to appeal decisions to the Ontario Land Tribunal (introduced in Bill 185).

It should be noted that in order to consider an expansion of a settlement area the PPS, 2024 requires consideration of “the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses” (2.3.2.1.a). This criterion can only be met through a comprehensive land needs review exercise. The PPS, 2024 allows municipalities to plan for a 20 to 30 year horizon (2.1.3), but requires a minimum 15 year supply of lands that are designated and available for residential development (2.1.4.a). Therefore, an applicant would need to demonstrate that the current supply is below the 15-year minimum requirement in order to demonstrate the need for an expansion.

In addition, within greenfield development areas, a new target density of 50 people and jobs per hectare is applied to large and fast growing municipalities, which includes the City of London (2.3.1.5).

Next Steps: The updated policy framework will be factored into the ongoing land needs study and update to The London Plan. In the future, applications may be received for expansion of the urban growth boundary, which will be evaluated subject to all applicable criteria.

Employment Lands

Significant changes are included to the planning approach for employment areas in the PPS, 2024 as compared to previous versions. The overall intent of the PPS, 2024 appears to be integration of employment uses that will not pose adverse impacts on sensitive land uses, and the separation of uses that are not compatible with other urban uses including residential. The feasibility of this approach has not been tested in the London context and should be reviewed prior to significant changes being made.

New policies encourage the intensification of compatible employment uses within mixed-use developments to support complete communities (2.8.1.1 & 2).

Non-compatible employment uses, on the other hand, are directed to “employment areas.” The PPS, 2024 includes a new definition for an “employment area” that includes areas designated for “clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities.” Employment areas exclude institutional, office and other commercial uses, except if associated with manufacturing, warehousing, and goods movement (Section.8: Definitions). Essentially, any employment use without impact is directed to mixed use areas, while Employment Areas are to be reserved for more impactful industrial uses.

Additional policies are intended to assist in minimizing impacts of employment areas from sensitive land uses, and also ensure new sensitive land uses do not limit employment opportunities within the designated employment area. To that end lands within 300 metres of an employment area will need to avoid or mitigate potential limitations they pose on existing and future uses within the employment area (2.8.1.3).

The London Plan's policies for industrial lands are intended to manage impacts on sensitive uses, but also ensure land is available to support business development and economic growth. By refocusing industrial areas entirely on managing impacts to sensitive land uses they are at risk of losing some economic potential that has been built in over time. Careful analysis will be required to ensure any policy changes do not undermine this objective while remaining consistent with the PPS, 2024.

Municipalities are now permitted to remove lands from employment areas if deemed unnecessary for long-term employment, using more lenient criteria. Developments within 300 metres of employment areas must mitigate impacts on economic viability (s.2.8.1.3).

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

2.3 Servicing

Sewage, Water, and Stormwater

PPS, 2024 updates promote efficient use of municipal water and sewage services, including reallocating unused capacity for housing needs. Section 3.6.1 ensures sewage and water services efficiently accommodate forecasted growth with protections for water quality and energy conservation. Section 3.6.4 allows on-site services in certain cases and requires impact assessments during official plan reviews. Section 3.6.5 permits partial services for specific circumstances, including rounding out existing settlement areas or rural areas in combination with municipal servicing.

Next Steps: No amendments to The London Plan are anticipated.

2.4 Conservation and Engagement

Cultural Heritage

The PPS, 2024 maintains the priority of cultural heritage protection and includes a policy requiring that protected heritage properties shall be conserved (4.6.1). New section 4.6.4(b) promotes proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.

Next Steps: No amendments to The London Plan are anticipated.

Natural Heritage

The PPS, 2024 maintains previous natural heritage policies, granting municipalities more discretion in watershed planning. Section 5.2.1 continues from PPS, 2020, requiring collaboration with conservation authorities to manage hazardous lands and sites. It is notable that Section 2.6.1 of the PPS, 2024 does not specifically identify multi-lot residential development as a permitted use on rural lands.

Next Steps: No amendments to The London Plan are anticipated.

Watershed Planning

Large and fast-growing municipalities must undertake watershed planning under Section 4.2.3, while others are encouraged. Municipalities are encouraged to work with conservation authorities (Section 4.2.5).

Next Steps: No amendments to The London Plan are anticipated.

Agricultural Land Use

Section 4.3.2.4 permits a principal dwelling associated with agriculture in these areas. Section 4.3.2.5 allows up to two additional units on such lots, subject to criteria like compatibility with farming, sewage, and water services. Lot creation in prime agricultural areas remains restricted under section 4.3.3.1, except for agricultural uses and infrastructure. Section 4.3.5.2 requires an agricultural impact assessment for non-agricultural uses affecting agricultural lands. New section 4.3.6.1 promotes local food

and urban agriculture. Sections 4.5.4.1 and 4.5.4.2 permit mineral aggregate extraction as an interim use, with impacts assessed and sites rehabilitated to varying extents.

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

Engagement

Section 4.6.5 requires early engagement with Indigenous communities to consider interests in protecting and managing archaeological, built heritage, and cultural heritage resources. New policies in section 6.2 require planning authorities to engage with the public, school boards and publicly-assisted post-secondary institutions in efforts to implement the PPS, 2024.

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

Conclusion

This report is provided for information and includes an overview of the updated PPS, 2024 focusing on significant changes. Over time and through further review, additional impacts of the new PPS may be identified, which may require additional changes to London's policy framework not identified in this report. City staff will continue to review potential implications to the City, and identify appropriate policies and procedures which may require updates to ensure consistency with the new PPS.

In general, the changes made in the 2024 PPS focus on increasing housing and intensifying residential development while reducing restrictions. Potential changes to The London Plan have been identified throughout the report and subsequent amendments may be brought forward at a later date.

There are no transition provisions for the new PPS, so in accordance with the *Planning Act*, all decisions on planning matters made after October 20, 2024 shall be consistent with the new PPS. All reports moving forwards will include analysis of consistency with the new PPS, 2024.

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Manager, Planning Policy

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 Justin Adema, Manager, Long Range Planning

PROVINCIAL PLANNING STATEMENT, 2024

Under the *Planning Act*

PROVINCIAL PLANNING STATEMENT, 2024

Approved by the Lieutenant Governor in Council, Order in Council No. 1099/2024

The Provincial Planning Statement was issued under section 3 of the *Planning Act* and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

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Chapter 1: Introduction

Vision

Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.

Ontario will increase the supply and mix of *housing options*, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of *housing options* will support a diverse and growing population and workforce, now and for many years to come.

A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.

Ontario's land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and *transit-supportive* design, where locally appropriate, and optimizing investments in *infrastructure* and *public service facilities* will support convenient access to housing, quality employment, services and recreation for all Ontarians. Cultural heritage and archaeology in Ontario will provide people with a sense of place. And while many Ontarians still face a complex range of challenges, municipalities will work with the Province to support the long term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarians.

Ontario's vibrant agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of *rural areas*, local food production, and the *agri-food network*. In addition, resources, including natural areas, water, aggregates and agricultural lands will be protected. Potential risks to public health or safety or of property damage from natural hazards and human-made hazards, including the risks associated with the impacts of climate change will be mitigated.

Ontario will continue to recognize the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. Meaningful early engagement and constructive, cooperative relationship-building between planning authorities and Indigenous communities will facilitate knowledge-sharing and inform decision-making in land use planning.

Above all, Ontario will continue to be a great place to live, work and visit where all Ontarians enjoy a high standard of living and an exceptional quality of life.

Role of the Provincial Planning Statement

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning. Official plans should coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial outcomes.

Zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of *housing options* for all Ontarians.

Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may apply to decisions with respect to *Planning Act* applications, affect planning matters, and assist in implementing these interests.

The Province's rich cultural diversity is one of its distinctive and defining features. Indigenous communities have a unique relationship with the land and its resources, which continues to shape the history and economy of the Province today. Ontario recognizes the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The Province recognizes the importance of consulting with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights.

Legislative Authority

The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the *Planning Act* and came into effect on October 20, 2024. The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government shall be consistent with the Provincial Planning Statement.

How to Read the Provincial Planning Statement

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic, health and social factors in land use planning. The Provincial Planning Statement supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The Provincial Planning Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

There is no implied priority in the order in which the policies appear. While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Planning Statement as a whole.

Consider Specific Policy Language

When applying the Provincial Planning Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Planning Statement, and how it relates to other policies.

Some policies set out positive directives, such as “settlement areas shall be the focus of growth and development.” Other policies set out limitations and prohibitions, such as “development and site alteration shall not be permitted.” Other policies use enabling or supportive language, such as “should,” “promote,” and “encourage.”

The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

Geographic Scale of Policies

The Provincial Planning Statement recognizes the diversity of Ontario and that local context is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

While the Provincial Planning Statement is to be read as a whole, not all policies will be applicable to every site, feature or area. The Provincial Planning Statement applies at a range of geographic scales.

Some of the policies refer to specific areas or features and can only be applied where these features or areas exist. Other policies refer to planning objectives that need to be considered in the context of the municipality or planning area as a whole, and are not necessarily applicable to a specific site or development proposal.

Within the Great Lakes –St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes – St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.

Policies Represent Minimum Standards

The policies of the Provincial Planning Statement represent minimum standards.

Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Planning Statement.

Defined Terms and Meanings

Except for references to legislation which are italicized, other italicized terms in the Provincial Planning Statement are defined in the Definitions chapter. For non-italicized terms, the normal meaning of the word applies. Terms may be italicized only in specific policies; for these terms, the defined meaning applies where they are italicized and the normal meaning applies where they are not italicized. Defined terms in the Definitions chapter are intended to capture both singular and plural forms of these terms in the policies.

Provincial Guidance

Provincial guidance, including guidance material, guidelines and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Provincial Planning Statement. Information, technical criteria and approaches outlined in provincial guidance are meant to support implementation but not add to or detract from the policies of this Provincial Planning Statement.

Relationship with Provincial Plans

The Provincial Planning Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario, and applies province-wide, except where this Provincial Planning Statement or another provincial plan provides otherwise.

Provincial plans, such as the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, build upon the policy foundation provided by the Provincial Planning Statement. They provide additional land use planning policies to address issues facing specific geographic areas in Ontario.

Provincial plans are to be read in conjunction with the Provincial Planning Statement. They take precedence over the policies of the Provincial Planning Statement to the extent of any conflict, except where the relevant legislation provides otherwise.

Where the policies of provincial plans address the same, similar, related, or overlapping matters as the policies of the Provincial Planning Statement, applying the more specific policies of the provincial plan satisfies the more general requirements of the Provincial Planning Statement. In contrast, where matters addressed in the Provincial Planning Statement do not overlap with policies in provincial plans, the policies in the Provincial Planning Statement must be independently satisfied.

Land use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the Provincial Planning Statement. Where provincial plans are in effect, planning decisions must conform or not conflict with them, as the case may be.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.
2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.
3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for *infrastructure, public service facilities, strategic growth areas* and *employment areas* may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

4. 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*, planning authorities shall:
 - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated and available* for residential development; and
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
5. Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.

6. Planning authorities should support the achievement of *complete communities* by:
- a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
- a) establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
 - b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
 - d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.
4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities*.

2.3.2 New Settlement Areas and Settlement Area Boundary Expansions

1. In identifying a new *settlement area* or allowing a *settlement area* boundary expansion, planning authorities shall consider the following:
 - a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
 - b) if there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
 - c) whether the applicable lands comprise *specialty crop areas*;
 - d) the evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
 - e) whether the new or expanded *settlement area* complies with the *minimum distance separation formulae*;
 - f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
 - g) the new or expanded *settlement area* provides for the phased progression of urban development.
2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new *settlement area* only where it has been demonstrated that the *infrastructure* and *public service facilities* to support development are planned or available.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.
2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support *affordable*, accessible, and equitable housing.

3. Planning authorities should:

- a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
- b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
- c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
- d) consider a student housing strategy when planning for *strategic growth areas*; and
- e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of *major transit station areas* on *higher order transit* corridors through a new official plan or official plan amendment adopted under section 26 of the *Planning Act*. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
 - c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets; and
 - b) supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities*.
4. For any particular *major transit station area*, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:
 - a) *development* is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
 - b) there are a limited number of residents and jobs associated with the built form, but a *major trip generator* or feeder service will sustain high ridership at the station or stop.

5. Planning authorities may plan for *major transit station areas* that are not on *higher order transit corridors* by delineating boundaries and establishing minimum density targets.
6. All *major transit station areas* should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:
 - a) connections to local and regional transit services to support *transit service integration*;
 - b) *infrastructure* that accommodates a range of mobility needs and supports *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit corridors*, where appropriate.

2.5 Rural Areas in Municipalities

1. Healthy, integrated and viable *rural areas* should be supported by:
 - a) building upon rural character, and leveraging rural amenities and assets;
 - b) promoting regeneration, including the *redevelopment of brownfield sites*;
 - c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
 - d) using rural *infrastructure* and *public service facilities* efficiently;
 - e) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
 - f) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
 - g) conserving biodiversity and considering the ecological benefits provided by nature; and
 - h) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 4.3.
2. In *rural areas*, rural *settlement areas* shall be the focus of growth and development and their vitality and regeneration shall be promoted.
3. When directing development in rural *settlement areas* in accordance with policy 2.3, planning authorities shall give consideration to locally appropriate rural characteristics, the scale of development and the provision of appropriate service levels.

Growth and development may be directed to *rural lands* in accordance with policy 2.6, including where a municipality does not have a *settlement area*.

2.6 Rural Lands in Municipalities

1. On *rural lands* located in municipalities, permitted uses are:
 - a) the management or use of resources;
 - b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);
 - c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate *sewage and water services*;
 - d) *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices*, in accordance with provincial standards;
 - e) home occupations and home industries;
 - f) cemeteries; and
 - g) other rural land uses.
2. Development that can be sustained by rural service levels should be promoted.
3. Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the uneconomical expansion of this *infrastructure*.
4. Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.
5. New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

2.7 Territory Without Municipal Organization

1. On *rural lands* located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings not intended as permanent residences).
2. Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.
3. The establishment of new permanent townsites shall not be permitted.

4. In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings not intended as permanent residences) shall be permitted. Other uses may only be permitted if:
 - a) the area forms part of a planning area;
 - b) the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
 - c) it has been determined that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

2.8 Employment

2.8.1 Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) 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;
 - c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*; and
 - e) addressing land use compatibility adjacent to *employment areas* by providing an appropriate transition to *sensitive land uses*.
2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to *sensitive land uses* without *adverse effects* are encouraged in *strategic growth areas* and other mixed-use areas where *frequent transit service* is available, outside of *employment areas*.
3. In addition to policy 3.5, on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.
4. Major office and major institutional development should be directed to *major transit station areas* or other *strategic growth areas* where *frequent transit service* is available.

2.8.2 Employment Areas

1. Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses, and ensure that the necessary *infrastructure* is provided to support current and projected needs.
2. Planning authorities shall protect *employment areas* that are located in proximity to *major goods movement facilities and corridors*, including facilities and corridors identified in provincial transportation plans, for the *employment area* uses that require those locations.
3. Planning authorities shall designate, protect and plan for all *employment areas* in *settlement areas* by:
 - a) planning for *employment area* uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
 - b) prohibiting residential uses, commercial uses, *public service facilities* and other institutional uses;
 - c) prohibiting retail and office uses that are not associated with the primary employment use;
 - d) prohibiting other *sensitive land uses* that are not ancillary to uses permitted in the *employment area*; and
 - e) including an appropriate transition to adjacent non-*employment areas* to ensure land use compatibility and economic viability.
4. Planning authorities shall assess and update *employment areas* identified in official plans to ensure that this designation is appropriate to the planned function of *employment areas*. In planning for *employment areas*, planning authorities shall maintain land use compatibility between *sensitive land uses* and *employment areas* in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

5. Planning authorities may remove lands from *employment areas* only where it has been demonstrated that:
 - a) there is an identified need for the removal and the land is not required for *employment area* uses over the long term;
 - b) the proposed uses would not negatively impact the overall viability of the *employment area* by:
 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with policy 3.5;
 2. maintaining access to *major goods movement facilities and corridors*;
 - c) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and
 - d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that:
 - a) support the achievement of compact, *transit-supportive*, and *complete communities*;
 - b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*;
 - c) support energy conservation and efficiency;
 - d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and
 - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

1. *Infrastructure and public service facilities* shall be provided in an efficient manner while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
 - b) leverage the capacity of development proponents, where appropriate; and
 - c) are available to meet current and projected needs.
2. Before consideration is given to developing new *infrastructure* and *public service facilities*:
 - a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible.
 3. *Infrastructure and public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.
 4. *Public service facilities* should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.
 5. Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in *strategic growth areas*, and other areas with a *compact built form*.

3.2 Transportation Systems

1. *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.
2. Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

3. As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.3 Transportation and Infrastructure Corridors

1. Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
2. *Major goods movement facilities and corridors* shall be protected for the long term.
3. Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* 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, or where avoidance is not possible, minimize and mitigate *negative impacts* on and *adverse effects* from the corridor and transportation facilities.

4. The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.
5. The co-location of linear *infrastructure* should be promoted, where appropriate.

3.4 Airports, Rail and Marine Facilities

1. Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that:
 - a) their long-term operation and economic role is protected; and
 - b) *airports*, *rail facilities* and *marine facilities*, and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.
2. *Airports* shall be protected from incompatible land uses and development by:
 - a) prohibiting new residential *development* and other *sensitive land uses* in areas near *airports* above 30 NEF/NEP;
 - b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
 - c) prohibiting land uses which may cause a potential aviation safety hazard.

3.5 Land Use Compatibility

1. *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* is only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

3.6 Sewage, Water and Stormwater

1. Planning for *sewage and water services* shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
 - b) ensure that these services are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible and financially viable over their life cycle;
 3. protects human health and safety, and the natural environment, including the *quality and quantity of water*; and
 4. aligns with comprehensive municipal planning for these services, where applicable.
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply; and
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.
2. *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.

3. Where *municipal sewage services* and *municipal water services* are not available, planned or feasible, *private communal sewage services* and *private communal water services* are the preferred form of servicing for multi-unit/lot *development* to support protection of the environment and minimize potential risks to human health and safety.
4. Where *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services* are not available, planned or feasible, *individual on-site sewage services* and *individual on-site water services* may be used provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

At the time of the official plan review or update, planning authorities should assess the long-term impacts of *individual on-site sewage services* and *individual on-site water services* on environmental health and the financial viability or feasibility of other forms of servicing set out in policies 3.6.2 and 3.6.3.

5. *Partial services* shall only be permitted in the following circumstances:
 - a) where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing development;
 - b) within *settlement areas*, to allow for infilling and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*; or
 - c) within rural *settlement areas* where new development will be serviced by *individual on-site water services* in combination with *municipal sewage services* or *private communal sewage services*.
6. In rural areas, where *partial services* have been provided to address failed services in accordance with policy 3.6.5.a), infilling on existing lots of record may be permitted where this would represent a logical and financially viable connection to the existing *partial service* and provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.
7. Planning authorities may allow lot creation where there is confirmation of sufficient *reserve sewage system capacity* and *reserve water system capacity*.

8. Planning for stormwater management shall:
- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
 - c) minimize erosion and changes in water balance including through the use of *green infrastructure*;
 - d) mitigate risks to human health, safety, property and the environment;
 - e) maximize the extent and function of vegetative and pervious surfaces;
 - f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and
 - g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a *watershed* scale.

3.7 Waste Management

1. *Waste management systems* need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

3.8 Energy Supply

1. Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, *energy storage systems*, district energy, *renewable energy systems*, and *alternative energy systems*, to accommodate current and projected needs.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. Healthy, active, and inclusive communities should be promoted by:
 - a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
 - b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
 - c) providing opportunities for public access to shorelines; and
 - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.
2. The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.
3. *Natural heritage systems* shall be identified in Ecoregions 6E & 7E¹, recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.
4. *Development* and *site alteration* shall not be permitted in:
 - a) *significant wetlands* in Ecoregions 5E, 6E and 7E¹; and
 - b) *significant coastal wetlands*.
5. *Development* and *site alteration* shall not be permitted in:
 - a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E¹;
 - b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - d) *significant wildlife habitat*;
 - e) *significant areas of natural and scientific interest*; and
 - f) *coastal wetlands* in Ecoregions 5E, 6E and 7E¹ that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.
6. *Development* and *site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.
7. *Development* and *site alteration* shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *provincial and federal requirements*.

¹ Ecoregions 5E, 6E and 7E are shown on Figure 1.

8. *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*.
9. Nothing in policy 4.1 is intended to limit the ability of *agricultural uses* to continue.

4.2 Water

1. Planning authorities shall protect, improve or restore the *quality and quantity of water* by:
 - a) using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
 - b) minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
 - c) identifying *water resource systems*;
 - d) maintaining linkages and functions of *water resource systems*;
 - e) implementing necessary restrictions on *development and site alteration* to:
 1. protect all municipal drinking water supplies and *designated vulnerable areas*; and
 2. protect, improve or restore *vulnerable* surface and ground water, and their *hydrologic functions*;
 - f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and
 - g) ensuring consideration of environmental lake capacity, where applicable.
2. *Development and site alteration* shall be restricted in or near *sensitive surface water features* and *sensitive ground water features* such that these features and their related *hydrologic functions* will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.
3. Municipalities are encouraged to undertake, and *large and fast-growing municipalities* shall undertake *watershed planning* to inform planning for *sewage and water services* and stormwater management, including *low impact development*, and the protection, improvement or restoration of the *quality and quantity of water*.
4. Despite policy 4.2.3, where planning is conducted by an upper-tier municipality that includes one or more lower-tier *large and fast-growing municipalities*, the upper-tier municipality shall undertake *watershed planning* in partnership with lower-tier municipalities, including lower-tier *large and fast-growing municipalities*.
5. All municipalities undertaking *watershed planning* are encouraged to collaborate with applicable conservation authorities.

4.3 Agriculture

4.3.1 General Policies for Agriculture

1. Planning authorities are required to use an *agricultural system* approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the *agri-food network*.
2. As part of the agricultural land base, *prime agricultural areas*, including *specialty crop areas*, shall be designated and protected for long-term use for agriculture.
3. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.

4.3.2 Permitted Uses

1. In *prime agricultural areas*, permitted uses and activities are: *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* based on provincial guidance.

Proposed *agriculture-related uses* and *on-farm diversified uses* shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on provincial guidance or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

2. In *prime agricultural areas*, all types, sizes and intensities of *agricultural uses* and *normal farm practices* shall be promoted and protected in accordance with provincial standards.
3. New land uses in *prime agricultural areas*, including the creation of lots and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.
4. A principal dwelling associated with an agricultural operation shall be permitted in *prime agricultural areas* as an *agricultural use*, in accordance with provincial guidance, except where prohibited in accordance with policy 4.3.3.1.c).

5. Where a residential dwelling is permitted on a lot in a *prime agricultural area*, up to two additional residential units shall be permitted in accordance with provincial guidance, provided that, where two additional residential units are proposed, at least one of these additional residential units is located within or attached to the principal dwelling, and any additional residential units:
 - a) comply with the *minimum distance separation formulae*;
 - b) are compatible with, and would not hinder, surrounding agricultural operations;
 - c) have appropriate *sewage and water services*;
 - d) address any public health and safety concerns;
 - e) are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and
 - f) minimize land taken out of agricultural production.

Lots with additional residential units may only be severed in accordance with policy 4.3.3.1.c).

6. For greater certainty, the two additional residential units that are permitted on a lot in a *prime agricultural area* in accordance with policy 4.3.2.5 are in addition to farm worker housing permitted as an *agricultural use*.

4.3.3 Lot Creation and Lot Adjustments

1. Lot creation in *prime agricultural areas* is discouraged and may only be permitted in accordance with provincial guidance for:
 - a) *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural use(s)* common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;
 - b) *agriculture-related uses*, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*;
 - c) one new residential lot per farm consolidation for a *residence surplus to an agricultural operation*, provided that:
 1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*; and
 2. the planning authority ensures that new dwellings and additional residential units are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new dwellings or additional residential units are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches that achieve the same objective; and
 - d) *infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.
2. Lot adjustments in *prime agricultural areas* may be permitted for *legal or technical reasons*.

3. The creation of new residential lots in *prime agricultural areas* shall not be permitted, except in accordance with policy 4.3.3.1.c).

4.3.4 Removal of Land from Prime Agricultural Areas

1. Planning authorities may only exclude land from *prime agricultural areas* for expansions of or identification of *settlement areas* in accordance with policy 2.3.2.

4.3.5 Non-Agricultural Uses in Prime Agricultural Areas

1. Planning authorities may only permit non-agricultural uses in *prime agricultural areas* for:
 - a) extraction of *minerals, petroleum resources* and *mineral aggregate resources*; or
 - b) limited non-residential uses, provided that all of the following are demonstrated:
 1. the land does not comprise a *specialty crop area*;
 2. the proposed use complies with the *minimum distance separation formulae*;
 3. there is an identified need within the planning horizon identified in the official plan as provided for in policy 2.1.3 for additional land to accommodate the proposed use; and
 4. alternative locations have been evaluated, and
 - i. there are no reasonable alternative locations which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands.
2. Impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

4.3.6 Supporting Local Food and the Agri-food Network

1. Planning authorities are encouraged to support local food, facilitate near-urban and *urban agriculture*, and foster a robust *agri-food network*.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

1. *Minerals* and *petroleum resources* shall be protected for long-term use.

4.4.2 Protection of Long-Term Resource Supply

1. *Mineral mining operations* and *petroleum resource operations* shall be identified and protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

2. Known *mineral deposits*, known *petroleum resources* and *significant areas of mineral potential* shall be identified, and *development* and activities in these resources or on *adjacent lands* which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - a) resource use would not be feasible; or
 - b) the proposed land use or development serves a greater long-term public interest; and
 - c) issues of public health, public safety and environmental impact are addressed.

4.4.3 Rehabilitation

1. Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.

4.4.4 Extraction in Prime Agricultural Areas

1. Extraction of *minerals* and *petroleum resources* is permitted in *prime agricultural areas* provided that the site will be rehabilitated.

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

1. *Mineral aggregate resources* shall be protected for long-term use and, where provincial information is available, *deposits of mineral aggregate resources* shall be identified.

4.5.2 Protection of Long-Term Resource Supply

1. As much of the *mineral aggregate resources* as is realistically possible shall be made available as close to markets as possible.

Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere.

2. Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.
3. *Mineral aggregate resource conservation* shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

4. *Mineral aggregate operations* shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the *Planning Act*. Where the *Aggregate Resources Act* applies, only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing *mineral aggregate operations*. When a license for extraction or operation ceases to exist, policy 4.5.2.5 continues to apply.
5. In known *deposits of mineral aggregate resources* and on *adjacent lands*, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - a) resource use would not be feasible; or
 - b) the proposed land use or development serves a greater long-term public interest; and
 - c) issues of public health, public safety and environmental impact are addressed.

4.5.3 Rehabilitation

1. Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.
2. *Comprehensive rehabilitation* planning is encouraged where there is a concentration of mineral aggregate operations.
3. In parts of the Province not designated under the *Aggregate Resources Act*, rehabilitation standards that are compatible with those under the Act should be adopted for extraction operations on private lands.

4.5.4 Extraction in Prime Agricultural Areas

1. In *prime agricultural areas*, on *prime agricultural land*, extraction of *mineral aggregate resources* is permitted as an interim use provided that:
 - a) impacts to the *prime agricultural areas* are addressed, in accordance with policy 4.3.5.2; and
 - b) the site will be rehabilitated back to an *agricultural condition*.
2. Despite policy 4.5.4.1.b), complete rehabilitation to an *agricultural condition* is not required if:
 - a) the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and
 - b) agricultural rehabilitation in remaining areas is maximized.

4.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants

1. *Wayside pits and quarries, portable asphalt plants and portable concrete plants* used on public authority contracts shall be permitted, without the need for an official plan amendment, rezoning, or development permit under the *Planning Act* in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

4.6 Cultural Heritage and Archaeology

1. *Protected heritage property*, which may contain *built heritage resources* or *cultural heritage landscapes*, shall be *conserved*.
2. Planning authorities shall not permit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* unless the *significant archaeological resources* have been *conserved*.
3. Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* will be *conserved*.
4. Planning authorities are encouraged to develop and implement:
 - a) archaeological management plans for conserving *archaeological resources*; and
 - b) proactive strategies for conserving *significant built heritage resources* and *cultural heritage landscapes*.
5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing *archaeological resources, built heritage resources* and *cultural heritage landscapes*.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

1. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

5.2 Natural Hazards

1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify *hazardous lands* and *hazardous sites* and manage development in these areas, in accordance with provincial guidance.
2. Development shall generally be directed to areas outside of:
 - a) *hazardous lands* adjacent to the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards, erosion hazards* and/or *dynamic beach hazards*;
 - b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
 - c) *hazardous sites*.
3. *Development* and *site alteration* shall not be permitted within:
 - a) the *dynamic beach hazard*;
 - b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
 - c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards, erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and
 - d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.
4. Planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards.

5. Despite policy 5.2.3, *development* and *site alteration* may be permitted in certain areas associated with the *flooding hazard* along *river, stream and small inland lake systems*:
 - a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or
 - b) where the *development* is limited to uses which by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.
6. *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:
 - a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
 - b) an *essential emergency service* such as that provided by fire, police, and ambulance stations and electrical substations; or
 - c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.
7. Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *flooding hazard* elevation or another *flooding hazard* standard approved by the Minister of Natural Resources and Forestry.
8. Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:
 - a) *development and site alteration* is carried out in accordance with *floodproofing standards, protection works standards, and access standards*;
 - b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
 - c) new hazards are not created and existing hazards are not aggravated; and
 - d) no adverse environmental impacts will result.
9. *Development* shall generally be directed to areas outside of lands that are unsafe for development due to the presence of *hazardous forest types for wildland fire*.

Development may however be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*.

5.3 Human-Made Hazards

1. Development on, abutting or adjacent to lands affected by *mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations* may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no *adverse effects*.

Chapter 6: Implementation and Interpretation

6.1 General Policies for Implementation and Interpretation

1. The Provincial Planning Statement shall be read in its entirety and all relevant policies are to be applied to each situation.
2. The Provincial Planning Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the *Constitution Act, 1982*.
3. The Provincial Planning Statement shall be implemented in a manner that is consistent with *Ontario Human Rights Code* and the *Canadian Charter of Rights and Freedoms*.
4. When implementing the Provincial Planning Statement, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.
5. Official plans shall identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with the Provincial Planning Statement. The policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan.

6. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.
7. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.
8. In addition to land use approvals under the *Planning Act*, *infrastructure* may also have requirements under other legislation and regulations. For example, an environmental assessment process may be required for new *infrastructure* and modifications to existing *infrastructure* under applicable legislation.

Wherever possible and practical, approvals under the *Planning Act* and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.

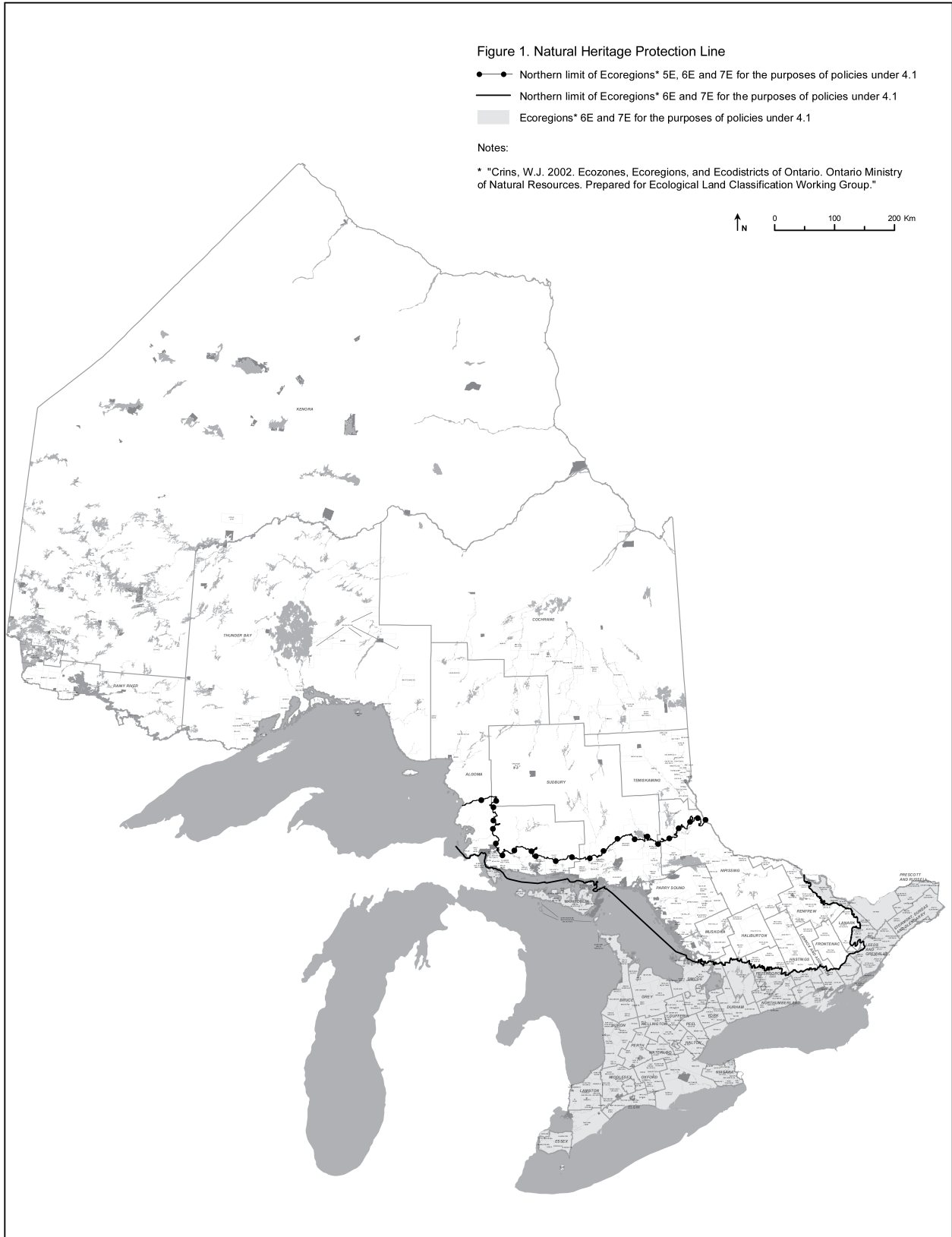
9. To assess progress on implementation of the Provincial Planning Statement, the Province may:
 - a) identify key indicators to measure the outcomes, relevance and efficiency of the policies in the Provincial Planning Statement in consultation with municipalities, Indigenous communities, other public bodies and stakeholders;
 - b) monitor and assess the implementation of the Provincial Planning Statement through the collection and analysis of data under each indicator; and
 - c) consider the resulting assessment in each review of the Provincial Planning Statement.
10. Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any requirements for reporting planning information to the Province, data standards, and including through any other guidelines that may be issued by the Minister.
11. *Strategic growth areas* and *designated growth areas* are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.
12. Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.
13. Minimum density targets will be revisited at the time of each official plan update to ensure the target is appropriate.

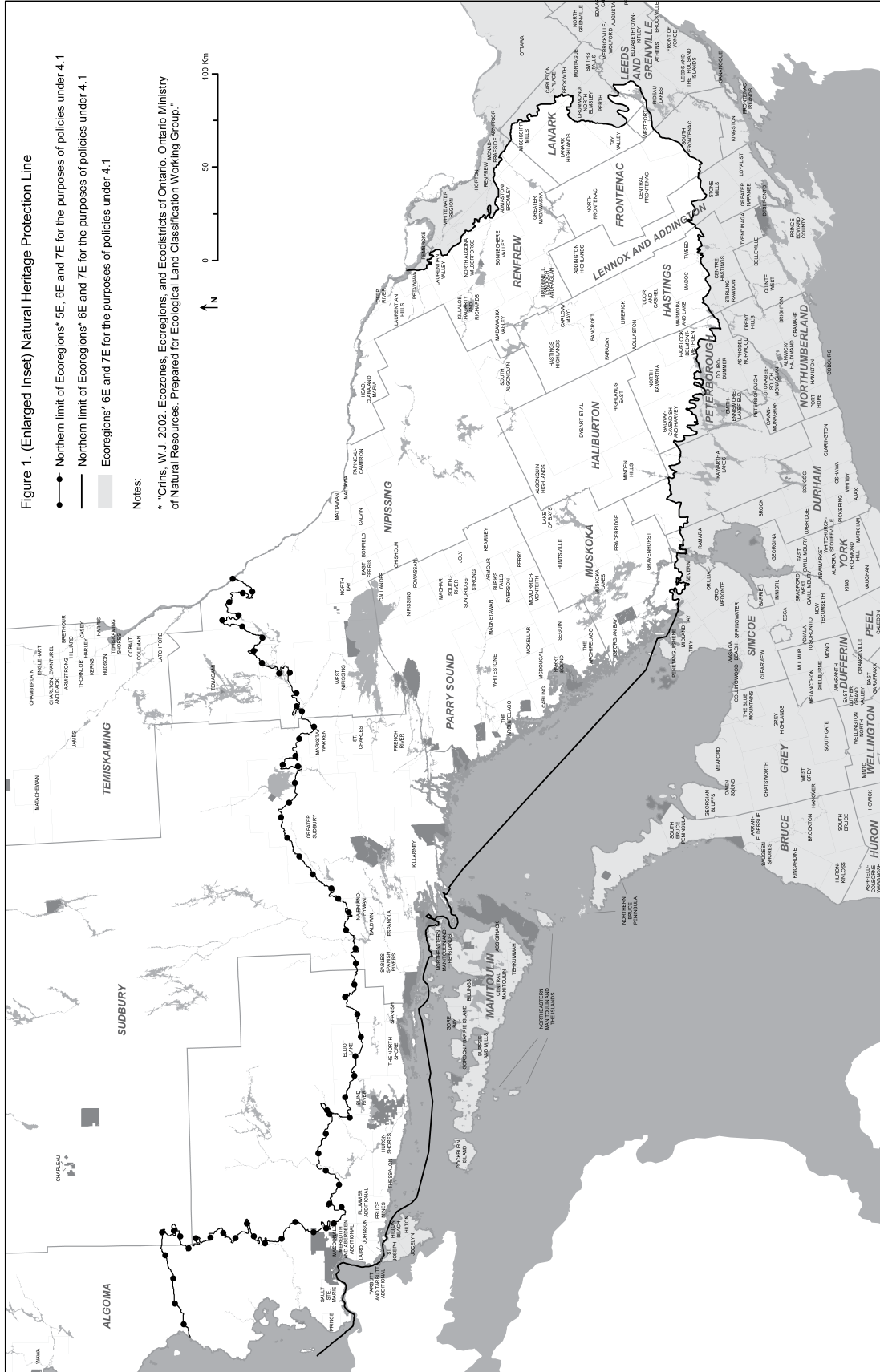
6.2 Coordination

1. A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:
 - a) managing and/or promoting growth and development that is integrated with planning for *infrastructure* and *public service facilities*, including schools and associated child care facilities;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*, as appropriate; and
 - h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness.
2. Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.
3. Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups.
4. Planning authorities and school boards shall collaborate to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs.
5. Planning authorities shall collaborate with publicly-assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of *housing options* near existing and planned post-secondary institutions to meet current and future needs.
6. Further to policy 6.2.5, planning authorities should collaborate with publicly-assisted post-secondary institutions on the development of a student housing strategy that includes consideration of off-campus housing targeted to students.

7. Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.
8. Municipalities, the Province, and other appropriate stakeholders are encouraged to undertake a coordinated approach to planning for large areas with high concentrations of employment uses that cross municipal boundaries.
9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:
 - a) identify and allocate population, housing and employment projections for lower-tier municipalities;
 - b) identify areas where growth and development will be focused, including *strategic growth areas*, and establish any applicable minimum density targets;
 - c) identify minimum density targets for growth and development taking place in new or expanded *settlement areas*, where applicable; and
 - d) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.
10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

7: Figure 1 – Natural Heritage Protection Line





8: Definitions

Access standards: means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards, erosion hazards and/or other water-related hazards*.

Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Additional needs housing: means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Adjacent lands: means

- a) for the purposes of policy 3.3.3, those lands contiguous to existing or *planned corridors* and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives;
- b) for the purposes of policy 4.1.8, those lands contiguous to a specific *natural heritage feature or area* where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;

- c) for the purposes of policies 4.4.2.2 and 4.5.2.5, those lands contiguous to lands on the surface of known *petroleum resources, mineral deposits, or deposits of mineral aggregate resources* where it is likely that *development* would constrain future access to the resources. The extent of the *adjacent lands* may be recommended by the Province; and
- d) for the purposes of policy 4.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

Adverse effect: as defined in the *Environmental Protection Act*, means one or more of:

- a) impairment of the quality of the natural environment for any use that can be made of it;
- b) injury or damage to property or plant or animal life;
- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business.

Affordable: means

- a) in the case of ownership housing, the least expensive of:
 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;
- b) in the case of rental housing, the least expensive of:
 1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 2. a unit for which the rent is at or below the average market rent of a unit in the municipality.

Agricultural condition: means

- a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and
- b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced.

Agricultural impact assessment: means the evaluation of potential impacts of non-agricultural uses on the *agricultural system*. An assessment recommends ways to avoid or if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural system: means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

- a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*. It may also include *rural lands* that help to create a continuous productive land base for agriculture; and
- b) An *agri-food network* which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.

Agri-food network: Within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; infrastructure; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.

Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Agriculture-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Airports: means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping.

Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Archaeological resources: includes artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological assessments carried out by archaeologists licensed under the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*.

Areas of mineral potential: means areas favourable to the discovery of *mineral deposits* due to geology, the presence of known *mineral deposits* or other technical evidence.

Areas of natural and scientific interest: means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Brownfield sites: means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Coastal wetland: means

- a) any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or
- b) any other *wetland* that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

Compact built form: means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.

Comprehensive rehabilitation: means rehabilitation of land from which *mineral aggregate resources* have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of *mineral aggregate operations*.

Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, *public service facilities*, local stores and services. *Complete communities* are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Defined portions of the flooding hazard along connecting channels: means those areas which are critical to the conveyance of the flows associated with the *one hundred year flood level* along the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers, where *development* or *site alteration* will create *flooding hazards*, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.

Deposits of mineral aggregate resources: means an area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using provincial guidance for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available: means lands designated in the official plan for urban residential use. For municipalities where more detailed official plan policies (e.g., secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be *designated and available* for the purposes of this definition.

Designated growth areas: means lands within *settlement areas* designated for growth or lands added to *settlement areas* that have not yet been fully developed. *Designated growth areas* include lands which are *designated and available* for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.

Designated vulnerable area: means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards; or
- b) works subject to the *Drainage Act*; or
- c) for the purposes of policy 4.1.4.a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a).

Dynamic beach hazard: means areas of inherently unstable accumulations of shoreline sediments along the *Great Lakes - St. Lawrence River System* and *large inland lakes*, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flooding hazard* limit plus a dynamic beach allowance.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An *employment area* also includes areas of land described by subsection 1(1.1) of the *Planning Act*. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

Endangered species: means a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Energy storage system: means a system or facility that captures energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production, including for example, flywheels, pumped hydro storage, hydrogen storage, fuels storage, compressed air storage, and battery storage.

Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service: means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Fish: means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat: as defined in the *Fisheries Act*, means water frequented by *fish* and any other areas on which *fish* depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

Flood fringe: for *river, stream and small inland lake systems*, means the outer portion of the *flood plain* between the *floodway* and the *flooding hazard* limit. Depths and velocities of flooding are generally less severe in the *flood fringe* than those experienced in the *floodway*.

Flood plain: for *river, stream and small inland lake systems*, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flooding hazards*.

Flooding hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, the *flooding hazard* limit is based on the *one hundred year flood level* plus an allowance for *wave effects* and *other water-related hazards*;
- b) along *river, stream and small inland lake systems*, the *flooding hazard* limit is the greater of:
 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 2. the *one hundred year flood*; and
 3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floodproofing standard: means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards*, *wave effects* and *other water-related hazards* along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, and *flooding hazards* along *river, stream and small inland lake systems*.

Floodway: for *river, stream and small inland lake systems*, means the portion of the *flood plain* where *development* and *site alteration* would cause a danger to public health and safety or property damage.

Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*.

Where the *two zone concept* is applied, the *floodway* is the contiguous inner portion of the *flood plain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *flood plain* is called the *flood fringe*.

Freight-supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

Frequent transit: means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Great Lakes - St. Lawrence River System: means the major water system consisting of Lakes Superior, Huron, St. Clair, Erie and Ontario and their connecting channels, and the St. Lawrence River within the boundaries of the Province of Ontario.

Green infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Ground water feature: means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Habitat of endangered species and threatened species: means habitat within the meaning of section 2 of the *Endangered Species Act, 2007*.

Hazardous forest types for wildland fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources, as amended from time to time.

Hazardous lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the *Great Lakes - St. Lawrence River System*, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along the shorelines of *large inland lakes*, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard or erosion hazard* limits.

Hazardous sites: means property or lands that could be unsafe for *development and site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances: means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include

a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes: means, as defined under the *Ontario Heritage Act*, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Higher order transit: means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

Housing options: means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable housing, additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or *institutional uses*, such as long-term care homes.

Hydrologic function: means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a changing climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Individual on-site sewage services: means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services: means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, *waste management systems*, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, *active transportation* systems, oil and gas pipelines and associated facilities.

Institutional use: for the purposes of policy 5.2.6, means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites* and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;

- c) infill development; and
- d) the expansion or conversion of existing buildings.

Large and fast-growing municipalities: means municipalities identified in Schedule 1.

Large inland lakes: means those waterbodies having a surface area of equal to or greater than 100 square kilometres where there is not a measurable or predictable response to a single runoff event.

Legal or technical reasons: means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

Low and moderate income households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or
- b) In the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.

Low impact development: means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. *Low impact development* can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems.

Major facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation *infrastructure* and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major goods movement facilities and corridors: means transportation facilities, corridors and networks associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are *freight-supportive* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

Major transit station area: means the area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800-metre radius of a transit station.

Major trip generators: means origins and destinations with high population densities or concentrated activities which generate many trips (e.g., *strategic growth areas*, major office and office parks, major retail, *employment areas*, community hubs, large parks and recreational destinations, *public service facilities*, and other mixed-use areas).

Marine facilities: means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

Mine hazard: means any feature of a mine as defined under the *Mining Act*, or any related disturbance of the ground that has not been rehabilitated.

Minerals: means metallic minerals and non-metallic minerals as herein defined, but does not include *mineral aggregate resources* or *petroleum resources*.

Metallic minerals means those minerals from which metals (e.g., copper, nickel, gold) are derived.

Non-metallic minerals means those minerals that are of value for intrinsic properties of the minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g., graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite).

Critical minerals are a subset of raw materials that have specific industrial, technological or strategic applications for which there are a few viable substitutes.

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources: means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act*.

Mineral aggregate resource conservation: means

- a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g., glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
- b) the wise use of mineral aggregates including utilization or extraction of on-site *mineral aggregate resources* prior to development occurring.

Mineral deposits: means areas of identified *minerals* that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Mineral mining operation: means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use.

Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multimodal: means relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, *higher order transit*, rail (such as freight), trucks, air, and marine.

Municipal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that is owned or operated by a municipality.

Municipal water services: means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*.

Natural heritage features and areas: means features and areas, including *significant wetlands, significant coastal wetlands, other coastal wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat, significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), *habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest*, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural heritage system: means a system made up of *natural heritage features and areas*, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts: means

- a) in regard to policy 3.6.4 and 3.6.5, potential risks to human health and safety and degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b) in regard to *fish habitat*, any harmful alteration, disruption or destruction of *fish habitat*, except where an exemption to the prohibition has been authorized under the *Fisheries Act*;
- c) in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.
- d) in regard to policy 4.2, degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their *related hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities; and
- e) in regard to policy 3.3.3, any *development* or *site alteration* that would compromise or conflict with the planned or existing function, capacity to accommodate future needs, and cost of implementation of the corridor.

Normal farm practices: means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

On-farm diversified uses: means uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and *energy storage systems*.

One hundred year flood: for *river, stream and small inland lake systems*, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

One hundred year flood level: means

- a) for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equalled or exceeded in any given year;
- b) in the connecting channels (St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers), the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year; and
- c) for *large inland lakes*, lake levels and wind setups that have a 1% chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the *one hundred year flood level* is based on the highest known water level and wind setups.

Other water-related hazards: means water-associated phenomena other than *flooding hazards* and *wave effects* which act on shorelines. This includes, but is not limited to ship-generated waves, ice piling and ice jamming.

Partial services: means

- a) *municipal sewage services or private communal sewage services combined with individual on-site water services; or*
- b) *municipal water services or private communal water services combined with individual on-site sewage services.*

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas, other hydrocarbons, and compressed air energy storage.

Petroleum resources: means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas, other hydrocarbons, or compressed air energy storage.

Planned corridors: means corridors or future corridors which are required to meet projected needs, and are identified through provincial transportation plans, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has completed, the identification of a corridor.

Approaches for the identification and protection of *planned corridors* may be recommended in guidelines developed by the Province.

Portable asphalt plant: means a facility

- a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant: means a building or structure

- a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Prime agricultural area: means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by a planning authority based on provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.

Prime agricultural land: means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Private communal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services: means a non-municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences.

Protected heritage property: means property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation easement or covenant under Part II or IV of the *Ontario Heritage Act*; property identified by a provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

Protection works standards: means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards, erosion hazards* and *other water-related hazards*, and to allow access for their maintenance and repair.

Provincial and federal requirements: means

- a) in regard to policy 4.1.6, legislation and policies administered by the federal or provincial governments for the purpose of fisheries protection (including *fish* and *fish habitat*), and related, scientifically established standards such as water quality criteria for protecting lake trout populations; and
- b) in regard to policy 4.1.7, legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

Public service facilities: means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.

Public service facilities do not include *infrastructure*.

Quality and quantity of water: is measured by indicators associated with *hydrologic function* such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Rail facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regional market area: refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the *regional market area*. However, where a *regional market area* extends significantly beyond these boundaries, then the *regional market area* may be based on the larger market area. Where *regional market areas* are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

Renewable energy source: means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Renewable energy system: means a system that generates electricity, heat and/or cooling from a *renewable energy source*.

Reserve sewage system capacity: means design or planned capacity in a waste water treatment facility, within *municipal sewage services* or *private communal sewage services*, which is not yet committed to existing or approved development. For lot creation using *private communal sewage services* and *individual on-site sewage services*, *reserve sewage system capacity* includes approved capacity to treat and land-apply, treat and dispose of, or dispose of, hauled sewage in accordance with applicable legislation but not by land-applying untreated, hauled sewage. Treatment of hauled sewage can include, for example, a sewage treatment plant, anaerobic digestion, composting or other waste processing.

Reserve water system capacity: means design or planned capacity in a water treatment facility which is not yet committed to existing or approved development. *Reserve water system capacity* applies to *municipal water services* or *private communal water services*, and not *individual on-site water services*.

Residence surplus to an agricultural operation: means one existing habitable detached dwelling, including any associated additional residential units, that are rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

River, stream and small inland lake systems: means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Rural areas: means a system of lands within municipalities that may include rural *settlement areas*, *rural lands*, *prime agricultural areas*, *natural heritage features and areas*, and resource areas.

Rural lands: means lands which are located outside *settlement areas* and which are outside *prime agricultural areas*.

Sensitive: in regard to *surface water features* and *ground water features*, means features that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas: means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Ontario's *settlement areas* vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

Settlement areas are:

- a) built-up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long term.

Sewage and water services: includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

Significant: means

- a) in regard to *wetlands, coastal wetlands* and *areas of natural and scientific interest*, an area identified as provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time;
- b) in regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province;
- c) in regard to other features and areas in policy 4.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*; and
- d) in regard to *mineral potential*, an area identified as provincially significant through provincial guidance, such as the Provincially Significant Mineral Potential Index.
- e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Criteria for determining significance for the resources identified in section c) - d) are provided in provincial guidance, but municipal approaches that achieve or exceed the same objective may also be used.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

For the purposes of policy 4.1.4.a), *site alteration* does not include underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a).

Special Policy Area: means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. The criteria for designation and procedures for approval are established by the Province.

A *Special Policy Area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

Specialty crop area: means areas within the agricultural land base designated based on provincial guidance. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;
- b) farmers skilled in the production of specialty crops; and
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.

Strategic growth areas: means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*.

Strategic growth areas include *major transit station areas*, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, *redevelopment* (e.g., underutilized shopping malls and plazas), *brownfield sites*, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit service* or *higher order transit corridors* may also be identified as *strategic growth areas*.

Surface water feature: means water-related features on the earth's surface, including headwaters, rivers, permanent and intermittent streams, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Threatened species: means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit service integration: means the coordinated planning or operation of transit service between two or more agencies or services that contributes to the goal of seamless service for riders and could include considerations of service schedules, service routes, information, fare policy, and fare payment.

Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the *transportation system*.

Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transportation demand management: means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation system: means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

Two zone concept: means an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*.

Urban agriculture: means food production in *settlement areas*, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens.

Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vulnerable: means surface and/or ground water that can be easily changed or impacted.

Waste management system: means sites and facilities to accommodate waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

Watershed: means an area that is drained by a river and its tributaries.

Watershed planning: means planning that provides a framework for establishing comprehensive and integrated goals, objectives, and direction for the protection, enhancement, or restoration of water resources, including the *quality and quantity of water*, within a *watershed* and for the assessment of cumulative, cross-jurisdictional, and cross-*watershed* impacts. *Watershed planning* evaluates and considers the *impacts of a changing climate on water resource systems* and is undertaken at many scales. It may inform the identification of *water resource systems*.

Water resource systems: means a system consisting of *ground water features* and areas, *surface water features* (including shoreline areas), *natural heritage features and areas*, and *hydrologic functions*, which are necessary for the ecological and hydrological integrity of the *watershed*.

Wave effects: means the movement of water up onto a shoreline or structure following the breaking of a wave, including wave uprush, wave set up and water overtopping or spray; the limit of *wave effects* is the point of furthest landward horizontal movement of water onto the shoreline.

Wayside pits and quarries: means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetlands: means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildland fire assessment and mitigation standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

Wildlife habitat: means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. *Woodlands* include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. *Woodlands* may be delineated according to the *Forestry Act* definition or the Province’s Ecological Land Classification system definition for “forest.”

9: Appendix – Schedule 1: List of Large and Fast-Growing Municipalities

Town of Ajax	City of Mississauga
City of Barrie	Town of Newmarket
City of Brampton	City of Niagara Falls
City of Brantford	Town of Oakville
City of Burlington	City of Oshawa
Town of Caledon	City of Ottawa
City of Cambridge	City of Pickering
Municipality of Clarington	City of Richmond Hill
City of Guelph	City of St. Catharines
City of Hamilton	City of Toronto
City of Kingston	City of Vaughan
City of Kitchener	City of Waterloo
City of London	Town of Whitby
City of Markham	City of Windsor
Town of Milton	

Ministry of Municipal Affairs and Housing

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Ecological Community Advisory Committee

Report

The 9th Meeting of the Ecological Community Advisory Committee
September 19, 2024

Attendance PRESENT: S. Levin (Chair), L. Burt, S. Evans, T. Hain, S. Hall, S. Howard, B. Krichker, K. Moser, S. Sivakumar, M. Spiller and V. Tai and H. Lysynski (Committee Clerk)

ABSENT: N. Allen, R. McGarry and G. Sankar

ALSO PRESENT: K. Edwards, M. Shepley and E. Williamson

The meeting was called to order at 4:33 PM; it being noted that T. Hain, S. Howard, K. Moser, S. Sivakumar, M. Spiller and V. Tai were in remote attendance.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that T. Hain disclosed a pecuniary interest in clause 5.3 of this Report, having to do with the Attawandaron community meeting with respect to the Medway Valley Conservation Master Plan implementation by indicating that he owns property in the area.

2. Scheduled Items

None.

3. Consent

3.1 (ADDED) 8th Report of the Ecological Community Advisory Committee

That it BE NOTED that the 8th Report of the Ecological Community Advisory Committee, from its meeting held on August 15, 2024, was received.

4. Sub-Committees and Working Groups

4.1 168 Meadowlily Road

That the Working Group comments appended to the Ecological Community Advisory Committee Agenda, related to the property located at 168 Meadowlily Road, BE FORWARDED to the Civic Administration for consideration.

5. Items for Discussion

5.1 Notice of Study Completion - Oxford Street West Improvements Municipal Class EA - Westdel Bourne to Sanatorium Road

That it BE NOTED that the Notice of Study Completion - Oxford Street West Improvements Municipal Class Environmental Assessment from Westdel Bourne to Sanatorium Road, was received.

5.2 Appointment of New Ecologists

That it BE NOTED that the Ecological Community Advisory Committee was advised that two new Ecologists have been hired by The Corporation of the City of London.

5.3 Attawandaron ECAC Attendance re Medway Valley CMP Implementation

That it BE NOTED that the Ecological Community Advisory Committee held a general discussion with respect to the Attawandaron community meeting relating to the Medway Valley Conservation Master Plan implementation.

5.4 Environmental Management Guidelines Update and Next Steps

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

5.5 (ADDED) October Meeting Date

That it BE NOTED that the next meeting of the Ecological Community Advisory Committee will be held on October 23, 2024 at 4:30 PM.

6. Adjournment

The meeting adjourned at 5:23 PM.

Community Advisory Committee on Planning Report

9th Meeting of the Community Advisory Committee on Planning
September 11, 2024

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

ABSENT: M. Ambrogio, A. Johnson and M. Whalley

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

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

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 8th Report of the Community Advisory Committee on Planning

That it BE NOTED that the 8th Report of the Community Advisory Committee on Planning, from the meeting held on August 14, 2024, was received.

3.2 Notice of Planning Application and Public Meeting - Zoning By-law Amendment - 763-773 Dundas Street

That it BE NOTED that the Notice of Planning Application and Public Meeting, dated August 30, 2024, from M. Hynes, Planner, with respect to a Zoning By-law Amendment related to the properties located at 763-773 Dundas Street, was received.

3.3 Notice of Planning Application and Public Meeting - Zoning By-law Amendment - 566-578 Colborne Street

That it BE NOTED that the Notice of Planning Application and Public Meeting, dated August 30, 2024, from B. House, Planner, with respect to a Zoning By-law Amendment related to the properties located at 566-578 Colborne Street, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Priority Listed Property Discussion

That the following actions be taken with respect to the Priority Listed Properties document, as appended to the Agenda:

- a) Municipal Council BE REQUESTED to consider designating the City Hall building at 300 Dufferin Avenue under part IV of the Ontario Heritage Act; it being noted that the Community Advisory Committee on Planning (CACP) believes that the above-noted property qualifies as a heritage property under part IV of the Ontario Heritage Act;
- b) a Priority Listed Properties Working Group BE ESTABLISHED with J. Metrailler, J. Dent, S. Jory, M. Ambrogio and M. Bloxam as members; it being noted that additional member and non-member resources may be appointed at the discretion of the CACP at future meetings;
- c) the above-noted Priority Listed Properties document BE REFERRED to the above-noted Priority Listed Properties Working Group to identify approximately 5-10 properties for further consideration of the CACP by the end of 2024 with priority based upon:
 - whether two or more of the criteria of O. Reg 9/06 are satisfied;
 - whether there is existing evidence of risk of demolition or alteration when property is delisted;
 - whether there is existing evidence of community or property owner position; and,
 - whether the property reflects cultural heritage that is underrepresented in London's existing stock of designated properties; it being noted that mid-century modern architecture was identified as unrepresented; and,
- d) the communication, as appended to the Added Agenda, from S. Miller, with respect to this matter, BE RECEIVED.

5.2 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated September 11, 2024, was received.

6. Confidential

That the Community Advisory Committee on Planning convene In Closed Session for the purpose of considering the following:

6.1 Personal Matter/Identifiable Individual

A personal matter pertaining to identifiable individuals, including municipal employees, with respect to the 2025 Mayor's New Year's Honour List.

The Community Advisory Committee on Planning convened In Closed Session from 6:49 PM to 6:53 PM.

7. Adjournment

The meeting adjourned at 6:54 PM.

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: Pearl Investments Inc. (c/o MHBC Planning Limited)
32 Chesterfield Avenue
File Number: Z-9768, Ward 1
Public Participation Meeting

Date: October 2, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Pearl Investments (c/o MHBC) relating to the property located at 32 Chesterfield Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting October 15, 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 R4 (R4-3) Zone **TO** Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) Zone;

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

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Neighbourhoods Place Type and Key Directions;
- iii) The recommended amendment is consistent with the character of the existing neighbourhood area and will not negatively impact surrounding properties; and
- iv) The recommended amendment facilitates the development of an underutilized site within the Urban Growth boundary with an appropriate form of infill development.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R4 (R4-3) Zone to Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) Zone to facilitate the creation of six (6) new lots to be developed with single detached dwellings, in addition to the existing single detached dwelling.

Staff are recommending approval with additional special provisions that will recognize the existing conditions related to the existing single detached dwelling on the proposed retained lot.

Purpose and the Effect of Recommended Action

The recommended action will permit the creation of six (6) new single-detached residential lots to be developed with **six (6) new dwelling units** in addition to the existing single detached dwelling.

Linkage to the Corporate Strategic Plan

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

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

None.

1.2 Planning History

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

1.3 Property Description and Location

The subject property, municipally known as 32 Chesterfield Avenue, is located at the northeast corner of Chesterfield Avenue and Veronica Avenue, in the Glen Cairn Planning District. The subject lands are rectangular in shape with an area of 0.9 hectares and are comprised of two parcels separated by municipal lane. The subject lands have a frontage of approximately 73 metres along Chesterfield Avenue, and 38 metres along Veronica Avenue. The site currently consists of a one-storey single detached dwelling with an existing driveway providing access to the site from Chesterfield Avenue. The surrounding neighbourhood consists of low-to-medium density residential development, and open space to the north of the subject lands.

Site Statistics:

- Current Land Use: Residential
- Frontage: 73 metres along Chesterfield Avenue, 38 metres along Veronica Avenue
- Depth: 160 metres (524.9 feet)
- Area: 0.9 hectares (2.2 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Open Space & Thames River
- East: Low-Density Residential Development
- South: Low-to-Medium Density Residential Development
- West: Open Space & Medium-Density Residential Development

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods & Green Space Place Type at the intersection of two Neighbourhood Streets (Chesterfield Avenue & Veronica Avenue)
- Existing Zoning: Residential R4 (R4-3) Zone & Open Space (OS4) Zone

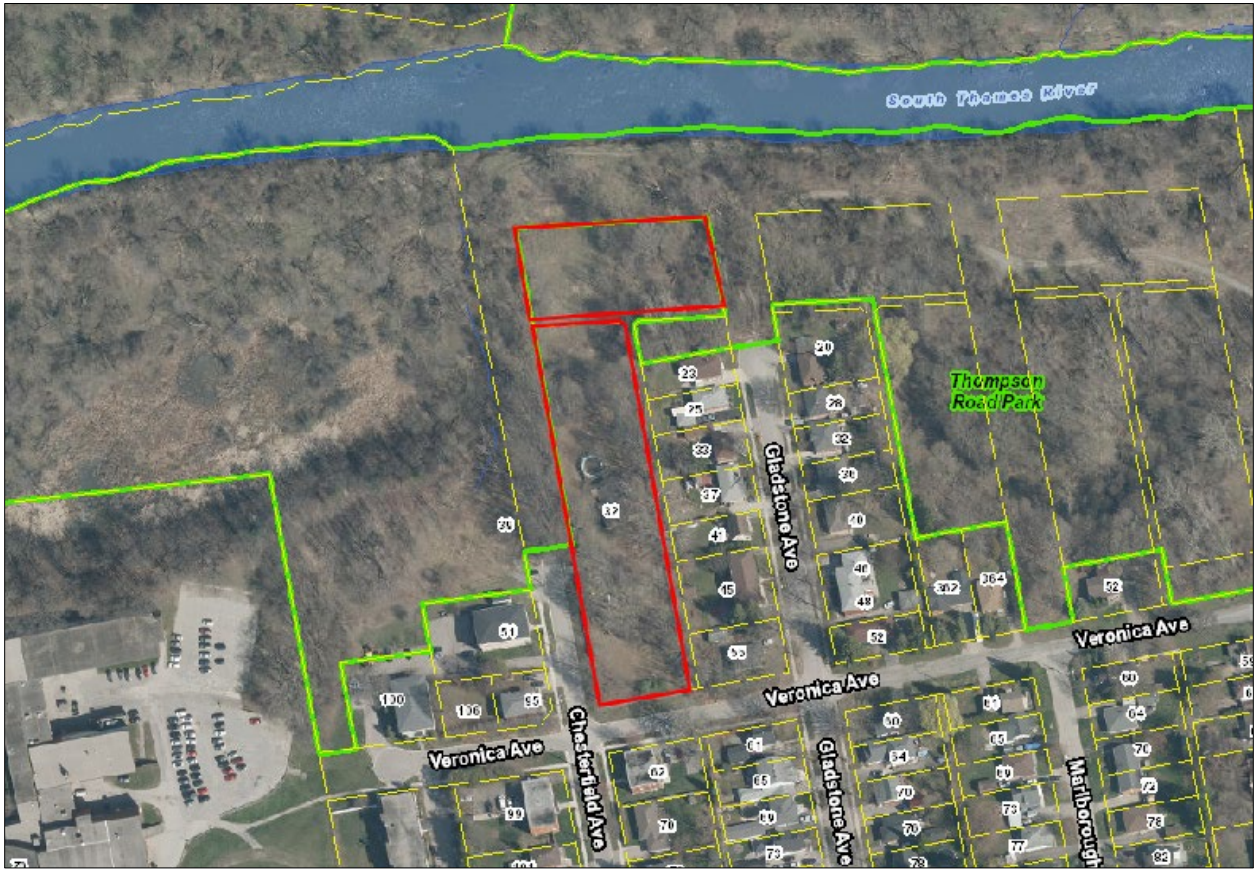


Figure 1- Aerial Photo of 32 Chesterfield Avenue & surrounding lands



Figure 2 - Streetview of 32 Chesterfield Avenue (view looking northeast)



Figure 3 - Streetview of 32 Chesterfield Avenue (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing to create six (6) additional single detached residential lots on the vacant portion of the property south of the existing dwelling. The existing dwelling will be retained on an individual lot, and the existing driveway access to the subject lands will continue to serve the existing dwelling on the retained lot. Reconfiguration of this driveway is required to accommodate the proposed lotting pattern, given its irregular shape and existing encroachment within the municipal right-of-way in front of the proposed Lot 6. There is sufficient frontage proposed for the retained lot to support a reconfiguration of the existing driveway. The northerly portion of the subject lands are currently zoned an Open Space (OS4) Zone and are proposed to be conveyed to the City of London.

The proposed severed lots have a typical frontage of 9.0 m and area of 340m², in conformity with the proposed Residential R2 (R2-1) Zone, and front on either Veronica Avenue or Chesterfield Avenue. The proposed lots are of sufficient size to accommodate two-storey single-detached dwellings with single car garages. Considering the terminus of Chesterfield Avenue with respect to the subject lands, the retained lands (Lot 7) will have approximately 8.4 metres of frontage on the opened portion of the Chesterfield Avenue road allowance.

The proposed development includes the following features:

- Land use: Residential
- Form: Single detached dwellings
- Height: 2-storeys (8.0 metres)
- Residential units: 6
- Density: 1 unit per lot
- Building coverage: 41%
- Parking spaces: 1 parking space per unit
- Bicycle parking spaces: N/A
- Landscape open space: 45%

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

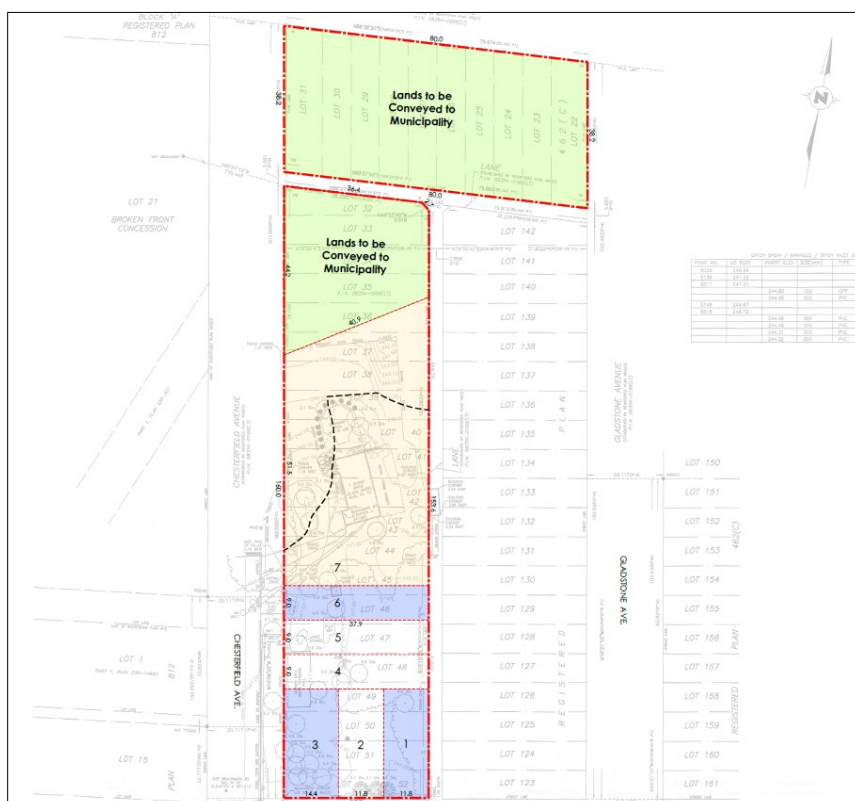


Figure 4 - Conceptual Site Plan (received July 2024)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R4 (R4-3) Zone to Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) Zone.

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

Regulation (R2-1(_))	Required	Proposed
Lot frontage (Minimum)	9.0 metres	8.0 metres
North Interior Side Yard Setback (Minimum)		As existing on the date of the passing of the by-law
West Interior Side Yard Setback (Minimum)		As existing on the date of the passing of the by-law
Rear Yard Setback (Minimum)		As existing on the date of the passing of the by-law

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:

- UTRCA - there are still outstanding comments in regard to the geotechnical investigation/slope stability study which may impact the erosion hazard limit/development setback. A final geotechnical investigation/slope stability assessment/report incorporating all of the responses would be a requirement of the Section 28 permit approval process.
- Ecology - preference from an ecological standpoint would be to zone the ecological buffer separately to ensure the buffer and feature will be protected from future development for the long-term.

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

2.4 Public Engagement

On August 6, 2024, Notice of Application was sent to 54 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 September 12th, 2024. A “Planning Application” sign was also placed on the site.

There were **zero** 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.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Land Use

The proposed uses, being the existing and proposed single detached dwellings, are supported by the policies of the *Provincial Policy Statement* and are contemplated in the Neighbourhoods Place Type for sites fronting on a Neighbourhood Street in *The London Plan* (TLP Table 10). The residential intensification policies in The London Plan call for intensification, including lot creation and infill development, to be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability (TLP 937_). The London Plan defines residential intensification as development of a property at a higher residential intensity than currently exists (TLP 938_). Proposals for intensification, including lot creation, are required to be appropriately located and fit well within the receiving neighbourhood (TLP 937_ and 940_). Intensifying the lands will not lead to the creation of a lot that is out of character for the neighbourhood, and represents proper infill and intensification as outlined in The London Plan.

The recommended amendment would maintain the character of the surrounding area and conforms to the above policies in the Neighbourhoods Place Type.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS which encourage residential intensification (PPS 1.1.3.3 and 1.4.3), an efficient use of land (PPS 1.1.3.2) and a range and mix of housing options (PPS 1.4.3). The proposed 2-storey intensity is in conformity with Table 11 in the Neighbourhoods Place Type in *The London Plan* and contributes to the intensification target within the Primary Transit Area and Built Area Boundary (TLP Table 11).

The proposed residential intensity will facilitate an appropriate scale of development that makes efficient use of lands and services and is compatible and complementary to the existing and planned residential development in the area.

4.3 Form

Retention of the existing single detached dwellings results in a development that maintains street orientation despite the long and narrow configuration of the lot. The requested front and interior side yard setback reductions relate only to the existing single detached dwelling and no changes to the form of the dwelling are proposed as part of this application. Given the rezoning application is for the purposes of a subsequent consent application to create the six additional residential lots, future built form on the subject lands will be regulated by the Residential R2 (R2-1) Zone.

4.4 Zoning

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R4 (R4-3) Zone to Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) Zone. It should be noted that special provisions are only requested for the existing dwelling for the retained Lot 7. While the intent is to renovate the existing dwelling on Lot 7, any future buildings (e.g. additions) or structures must be sited outside of the development setback to provide appropriate separation from the adjacent significant woodland and implement the erosion hazard limit established through the geotechnical investigation.

As such, Lot 7 is proposed to be rezoned to Residential R2 Special Provision (R2-1(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommended by staff.

Lot Frontage (Minimum) – 8.0 metres

The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. To ensure that the configuration of Lot 7 is appropriately recognized in the Zoning By-law, a special provision to permit a minimum lot frontage of 8.0 metres is proposed as part of this application.

As shown in the submitted Concept Plan, the existing driveway access to the subject lands can be maintained for Lot 7, provided it is reconfigured to avoid encroachment with respect to proposed Lot 6. While an 8.4 metre lot frontage is provided for Lot 7 in the Concept Plan, a minimum lot frontage of 8.0 metres is requested through the Zoning By-law Amendment to provide flexibility at the Consent stage in siting new lot lines while ensuring the existing driveway access for the subject lands is maintained for Lot 7. Staff are of the opinion that sufficient linear frontage for vehicle access has been maintained, and an 8.0 metre lot frontage for Lot 7 is considered appropriate to facilitate the proposed development.

North Interior Side Yard Setback (Minimum) – As existing on the date of the passing of the by-law

West Interior Side Yard Setback (Minimum) – As existing on the date of the passing of the by-law

Rear Yard Setback (Minimum) - As existing on the date of the passing of the by-law

To implement the development setback identified on Lot 7, as illustrated in the Concept Plan, additional special provisions are requested to recognize setbacks of existing building and structures, given the northwestern corner of the existing dwelling and the existing swimming pool currently encroach in the recommended buffer from the environmental features. Further, the special provisions look to establish more restrictive setbacks for the siting of future development to ensure any future built improvements to Lot 7 do not encroach into the ecological buffer. Implementation of these setbacks will

ensure long term protection of the buffer and the significant woodland feature and will mitigate any impacts to the feature from any potential future development of Lot 7.

4.4 Natural Heritage

The applicant has retained Natural Resource Solutions Inc. (NSRI) to complete an Environmental Impact Study (EIS) with portions of a Subject Lands Status Report (SLSR) to support the rezoning of the subject site. The EIS defined and identified natural features and potential functions to be protected, evaluated the potential for impacts to natural heritage features, and provided recommendations for avoidance or mitigation of impacts. The findings of the EIS have been summarized below.

Significant Valleylands

The northern portion of the property, near the Thames River, is designated Significant Valleyland in accordance with Policy 1348 of The London Plan and also located within The Thames Valley Corridor as illustrated in Figure 12 of The London Plan. Given the important role of this Corridor as a natural, cultural, recreational and aesthetic resource, Policy 123_4 calls for the protection, enhancement and restoration of the natural and cultural heritage of the Thames Valley Corridor. Policy 123_9 further directs the municipality to acquire lands along the Corridor as appropriate to support the ecological, cultural, and recreational objectives of The London Plan.

These lands are currently zoned for open space purposes and are proposed to be conveyed to the City of London through the Consent process. The EIS provides direction for the future preparation of an Environmental Management and Monitoring Plan for these lands, which will include the creation of an Invasive Species Management Plan and a Planting Plan, which will specify appropriate and diverse native species that are consistent with site conditions, adjacent vegetation communities and ecological context. Development is not proposed within the Significant Valleyland. Both the conveyance of lands within the Thames Valley Corridor and the restoration and enhancement of such lands are consistent with Policy 123 of The London Plan.

Significant Woodlands

The field surveys undertaken as part of the EIS determined that the woodlands are restricted to the lowland area of the site with deciduous hedgerows extending along the western and eastern property boundaries in the tableland area. The woodlands were evaluated as Significant through the preparation of the EIS given the existing woodland met several criteria of the City of London's Environmental Management Guidelines (2021). The significant component of the woodland vegetation patch was further determined to be confined to the lowland areas of the site and adjacent properties. The deciduous hedgerows on the western and eastern portions of the site were also evaluated and determined to not be a component of the Significant Woodland as per the relevant guidelines of the City's Environmental Management Guidelines given they are both less than 30.0 metres wide, do not contain a ravine or valley, and provide no linkage function.

The limits of the Significant Woodland feature as described above and 30 metre setback as per Section 5 of the Environmental Management Guidelines, is mapped within the EIS. The 30 metre setback is limited to the retained lands, being Lot 7, where no new development is proposed. The 30 metre setback is to be further implemented through the proposed Zoning By-law Amendment.

Woodlands that are determined to be ecologically significant are to be included in the Green Space Place Type on Map 1 and identified as Significant Woodlands on Map 5 of the London Plan. The portion of the property containing Significant Woodlands is currently designated Green Space Place Type in the London Plan, but the Significant Woodlands are not identified on Map 5. The Significant Woodland feature is located on the portion of the property to be conveyed to the City of London for long-term maintenance and protection under municipal ownership.

Significant Wildlife Habitat

The EIS notes that candidate Significant Wildlife Habitat for Bat Maternity Colonies exists within the Significant Woodland due to the presence of one single cavity tree adjacent to the subject lands within the study area. The tree is located within the floodplain and as such was determined to not be subject to any impacts related to the proposed development.

Habitat of Endangered and Threatened Species

A Species at Risk under the Endangered Species Act, is located in proximity to the subject lands. The tree has been determined through the EIS to not be naturally occurring and appears to be planted along with others to the south of the subject lands. An Information Gathering Form was submitted to the Ministry of Environment, Conservation and Parks by NRSI, which confirmed that the tree represents a planted specimen and that suitable habitat for the species does not exist within the portion of the subject lands proposed for development but may be present in the floodplain associated with the Thames River.

Development and site alteration is not permitted within the habitat of endangered and threatened species, as per Policy 1328 of The London Plan. As confirmed through correspondence with the Ministry, noted above and within the EIS, the existing location of the tree is not considered suitable habitat. As such, the EIS recommends the transplanting of the tree into the Significant Woodland or Valleyland area of the site, as the tree is still afforded protection under the Endangered Species Act. The proposed development is therefore consistent with Policy 1328 of The London Plan.

Floodplain Lands and Steep Slopes outside of the Riverine Erosion Hazard Limit

The northern portion of the subject lands are located within the floodplain. New development is prohibited in the floodplain as per Policy 1454 of The London Plan. Development is not proposed in the floodplain, with floodplain lands proposed to be conveyed to the City of London.

Policy 1496 of The London Plan speaks to erosion hazard limits. With respect to the proposed development, a Geotechnical Investigation was undertaken to assess the existing slope on the subject lands and in part identify the erosion hazard limit. The determined erosion hazard limit applies to proposed Lot 7 with the existing dwelling and does not impact any proposed new lots.

Conclusion

Adjacent Lands to Significant Woodlands and Significant Valleylands are defined as those lands within 120-metres of the feature as per Table 13 of the London Plan. All proposed lots are within 120-metres of the delineated limit of the Significant Woodland feature and proposed Lots 6 and 7 are within 120-metres of the Significant Valleyland. Development or site alteration on adjacent lands shall not be permitted unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, as per Policy 1433 of The London Plan. As mentioned, the EIS contains a number of recommended mitigation measures to ensure there are no negative impacts on these natural features or their ecological functions as a result of the proposed development.

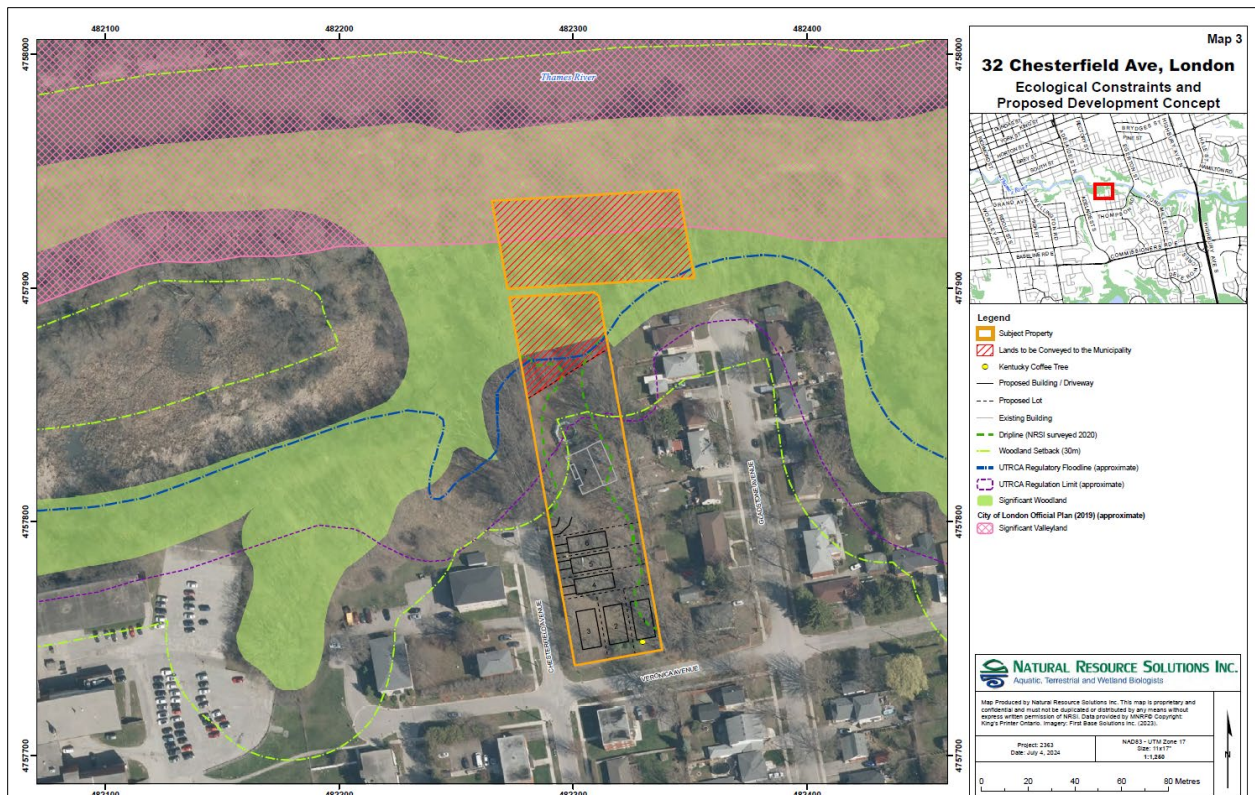


Figure 5 – Ecological Constraints and Proposed Development Concept

It is staff's preference to rezone the 30 metre woodland setback to Open Space (OS4) Zone (identified as the Woodland Setback – 30m on the above map). Implementation of this ecological buffer will ensure long term protection of the buffer and the significant woodland feature, and will mitigate any impacts to the feature from any potential future development of Lot 7. However, because there are existing residential functions within that buffer area, staff are recommending a special provision to be included in the Open Space (OS4) Zone variation to permit a portion of the buffer as backyard amenity space.

The subject lands are also within the UTRCA's mapped regulation limits due to the presence of a riverine flooding and erosion hazards. UTRCA staff have been involved in discussions with the applicant related to the development of these lands, and UTRCA staff have reviewed and provided comments on the submitted geotechnical investigation and slope stability analysis. In accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the Conservation Authorities Act, the applicant is required to obtain the necessary permits and approvals from the UTRCA prior to undertaking any site alteration or development within the regulated area. It has been noted that a final geotechnical investigation/slope stability assessment/report will be a requirement of the Section 28 permit approval process.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R4 (R4-3) Zone to Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) 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 six (6) additional single-detached residential parcels on the land and retain the existing dwelling.

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)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 32 Chesterfield Avenue.

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 32 Chesterfield Avenue, as shown on the attached map **FROM** a Residential R4 (R4-3) Zone **TO** a Residential R2 (R2-1) Zone, a Residential R2 Special Provision (R2-1(_)) Zone, and an Open Space Special Provision (OS4(_)) Zone.
2. Section Number 6.4 of the Residential R2-1 Zone is amended by adding the following Special Provisions:

R2-1(_) 32 Chesterfield Avenue
 - a. Regulations
 1. Lot Frontage (Minimum) – 8.0 metres
 2. West Interior Side Yard Setback (Minimum) – As existing on the date of the passing of the by-law for existing buildings and structures
3. Section Number 36.4.d) of the Open Space (OS4) Zone is amended by adding the following Special Provisions:

OS4(_) 32 Chesterfield Avenue
 - a. Permitted Uses
 1. Conservation lands
 2. Conservation works
 3. Ecological buffers, including gardens
 4. Passive recreational uses
 5. Existing buildings and structures on the date of the passing of the by-law
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.

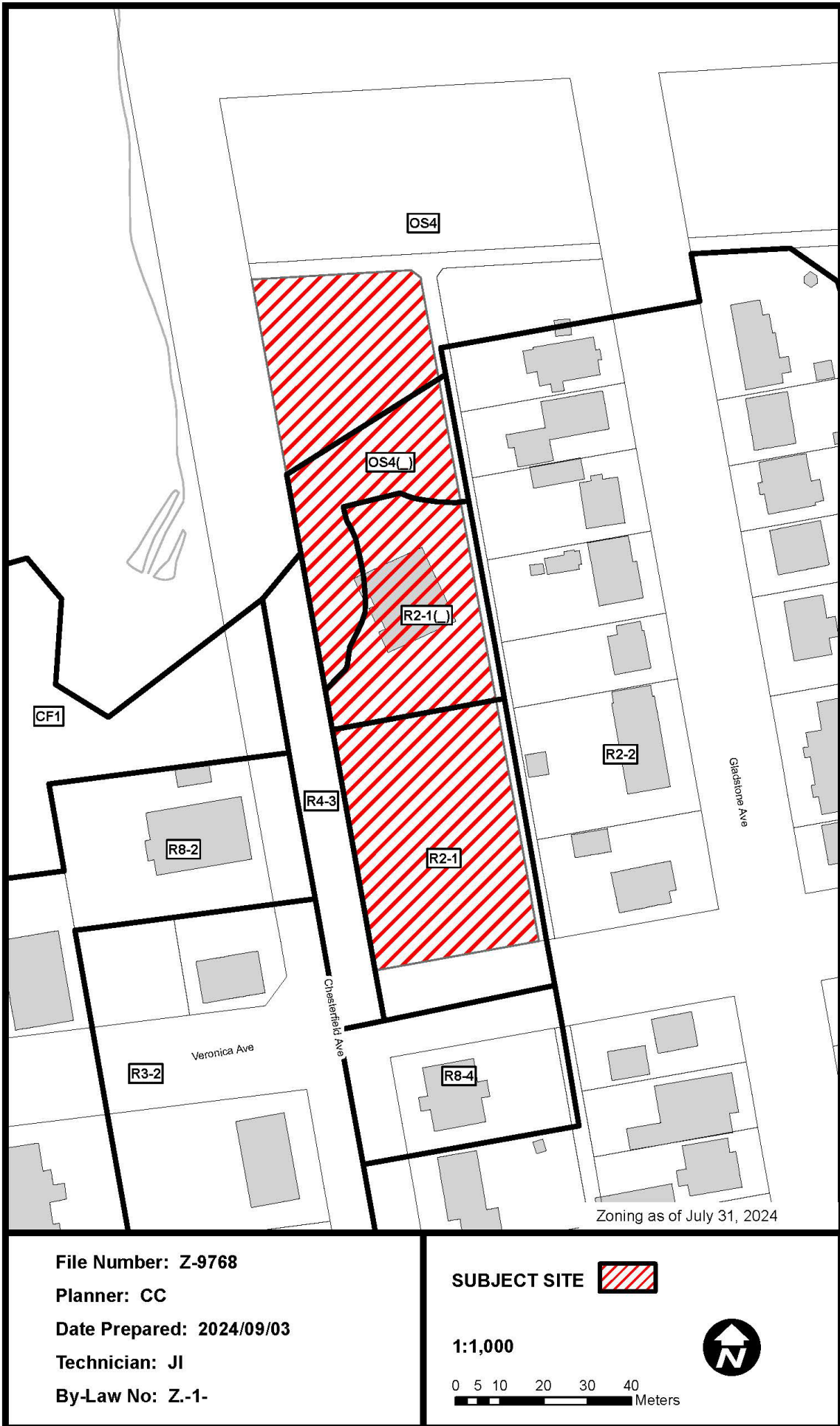
PASSED in Open Council on October 15, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

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



Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	73 metres along Chesterfield Avenue, 38 metres along Veronica Avenue
Depth	160 metres
Area	0.9 hectares (2.2 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Open Space & Thames River
East	Low-Density Residential Development
South	Low-to-Medium Density Residential Development
West	Open Space & Medium-Density Residential Development

Proximity to Nearest Amenities

Major Intersection	Thompson Road and Adelaide Street South, 830 metres
Dedicated cycling infrastructure	Thompson Road, 300 metres
London Transit stop	Thompson Road, 340 metres
Public open space	Glen Cairn Park – North, 490 metres
Commercial area/use	Hernandez Variety, 615 metres
Food store	Food Basics, 3.6km
Community/recreation amenity	Glen Cairn Community Resource Centre, 1.6km

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type at the intersection of two Neighbourhood Streets
Current Special Policies	N/A
Current Zoning	Residential R4 (R4-3) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R2-1 Zone, Residential R2-1() Zone, and Open Space Special Provision (OS4()) Zone

Requested Special Provisions

Regulation (R2-1())	Required	Proposed
Lot frontage (Minimum)	9.0 metres	8.0 metres
North Interior Side Yard Setback (Minimum)		As existing on the date of the passing of the by-law
West Interior Side Yard Setback (Minimum)		As existing on the date of the passing of the by-law
Rear Yard Setback (Minimum)		As existing on the date of the passing of the by-law

C. Development Proposal Summary

Development Overview

The applicant is proposing to create six (6) additional single-detached residential lots on the vacant portion of the property south of the existing dwelling. The existing dwelling will be retained on an individual lot, and the existing driveway access to the subject lands will serve the retained lot. The driveway approach associated with this access will need to be reconfigured to accommodate the proposed lotting pattern, given its irregular shape and encroachment within the municipal right-of-way in front of proposed Lot 6. There is sufficient frontage associated with the retained lot to support a reconfiguration of the existing driveway approach. The proposed severed lots have a typical frontage of 9.0 m and a typical area of 340m², consistent with the proposed Residential R2 (R2-1) Zone, with lots fronting either Veronica Avenue or Chesterfield Avenue. The proposed lots are of sufficient size to accommodate two-storey single-detached dwellings with single car garages. Considering the terminus of Chesterfield Avenue with respect to the subject lands, the retained lands (Lot 7) will have approximately 8.4 metres of frontage on the opened portion of the Chesterfield Avenue road allowance.

Proposal Statistics

Land use	Residential
Form	Single-detached dwellings
Height	2-storeys (8.0 metres)
Residential units	6
Density	1 unit per lot
Building coverage	41%
Landscape open space	45%
New use being added to the local community	No

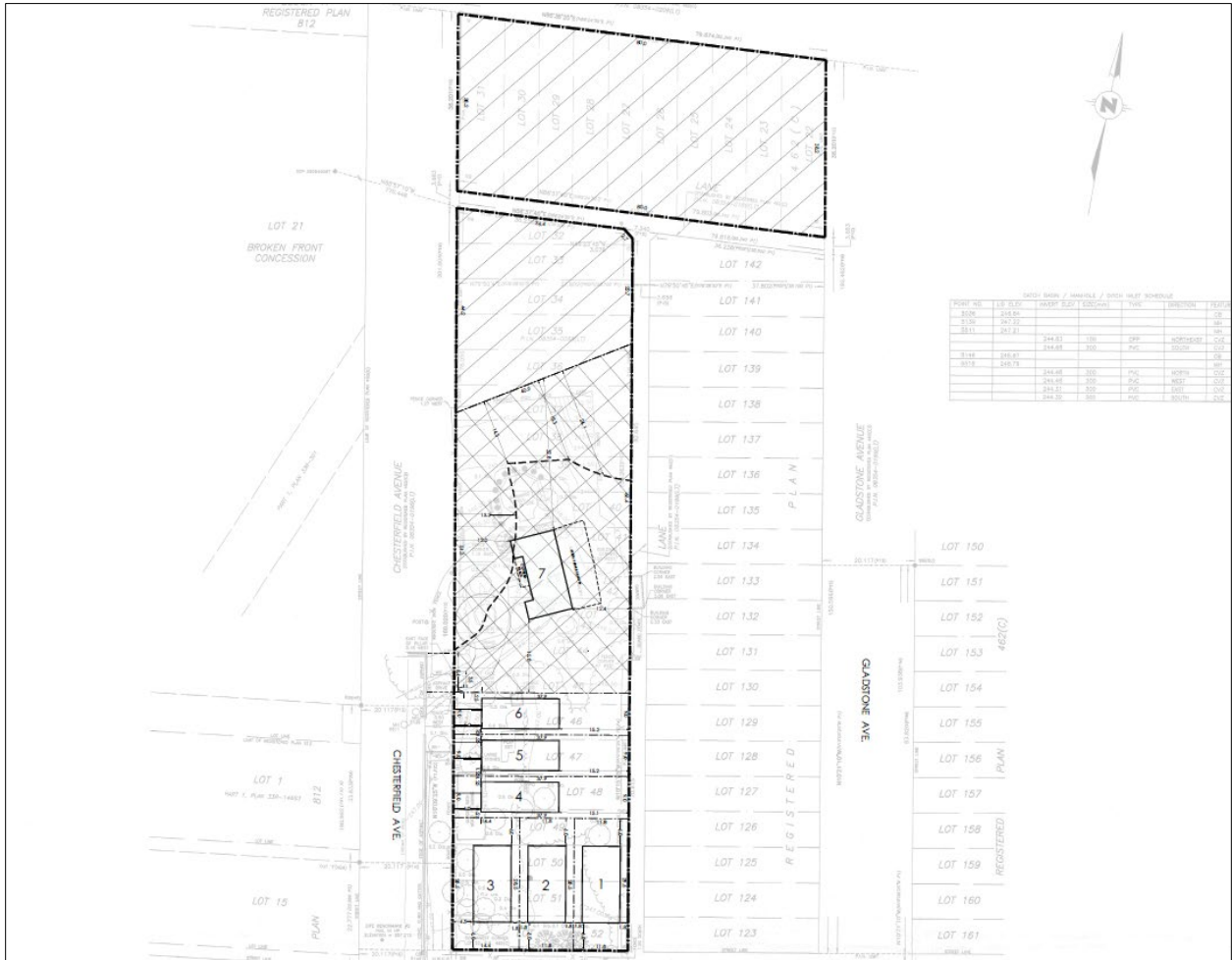
Mobility

Vehicle parking ratio	1 space per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	N/A
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	N/A

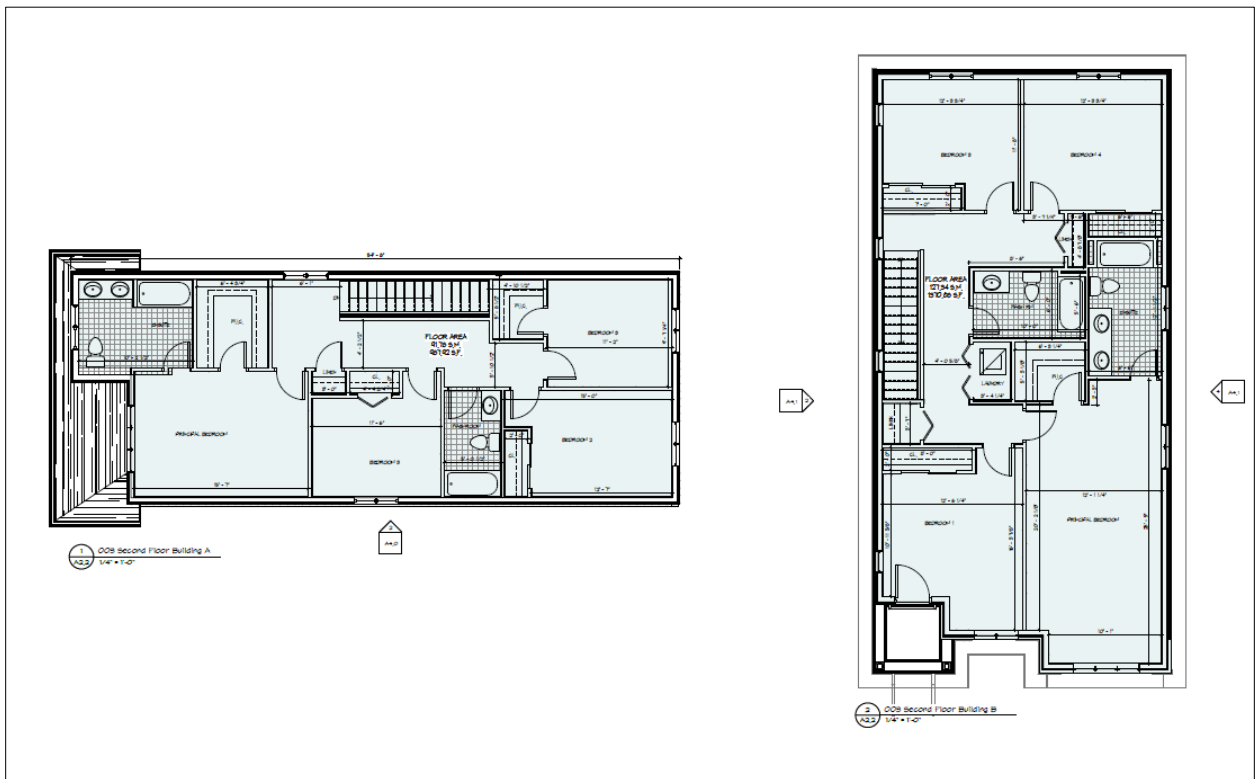
Environment

Tree removals	39
Tree plantings	22 recommended
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	Yes
Green building features	Unknown

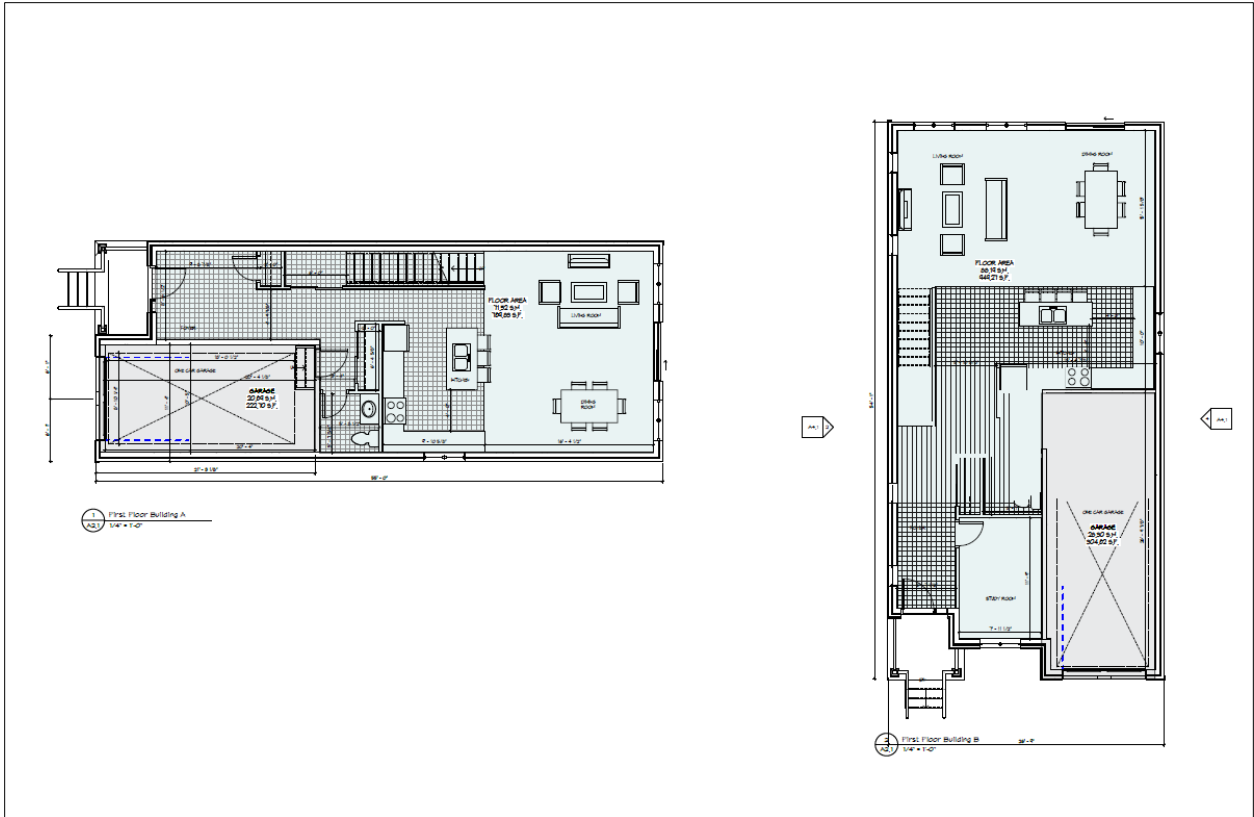
Appendix C – Additional Plans and Drawings



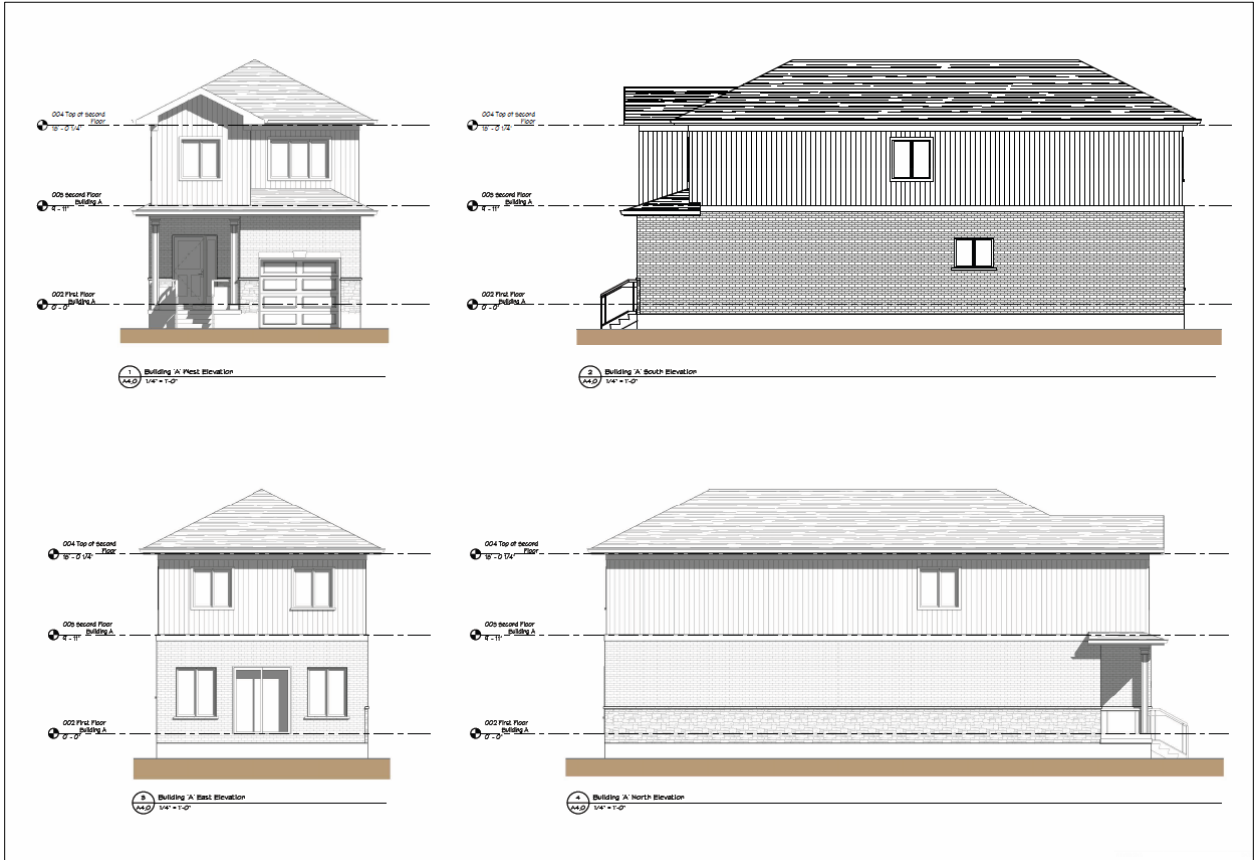
Severance sketch.



Building Floor Plans.



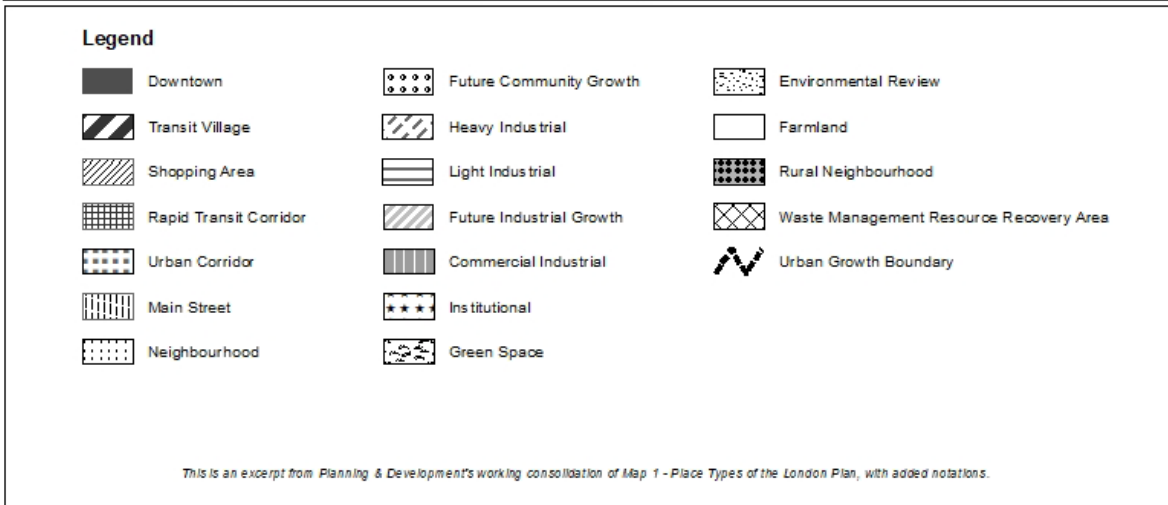
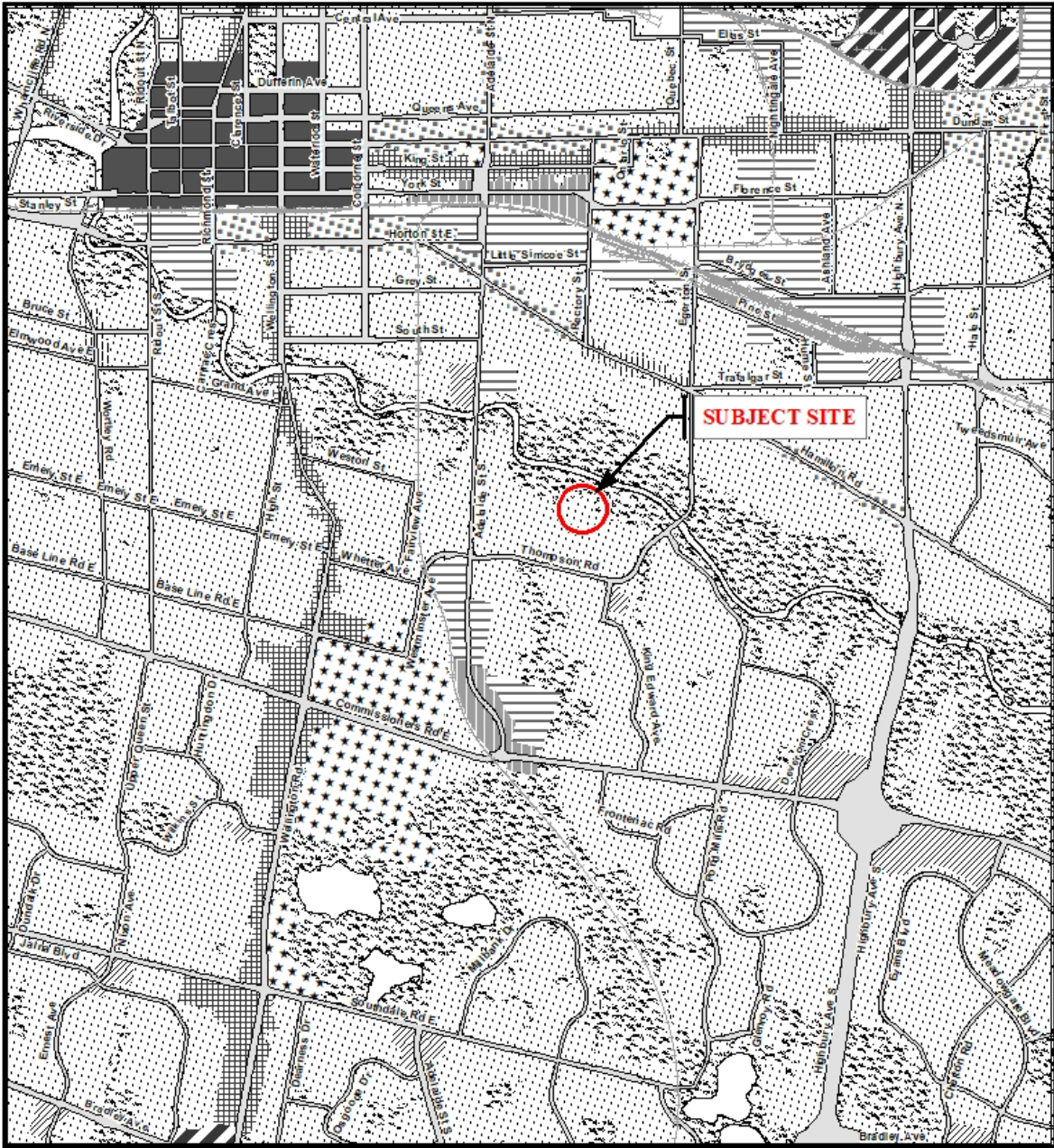
Building Floor Plans.



Building 'A' Elevations.



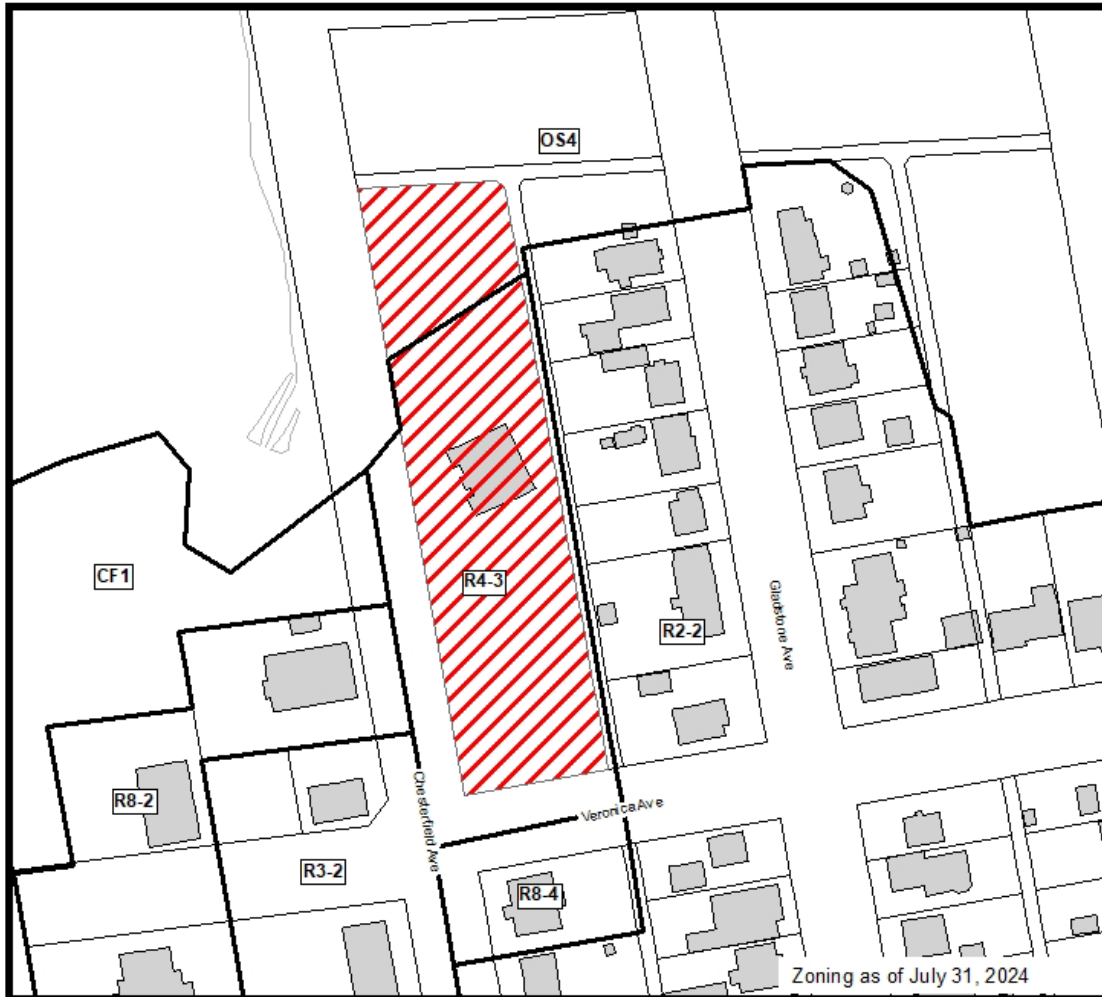
Building 'B' Elevations.



<p>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: Z-9788</p> <p>Planner: CC</p> <p>Technician: JI</p> <p>Date: 2024/08/28</p>
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Project Location: E:\Planning\Projects\lp_officialplan\work\consolid00\excerpts_LondonPlan\mxd\Z-9788-PlaceTypes.mxd

London Plan Map 1 – Place Types



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R4-3/O S4

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-9768

CC

MAP PREPARED:

2024/08/28

Jl

1:1,500

0 5 10 20 30 40

Meters

Appendix D – Internal and Agency Comments

Heritage

- I can confirm that the Stage 1-2 Archaeological Assessment can be considered complete. We also received the Ministry's review letter on this assessment so I am going to go ahead and update our archaeological mapping for the property.
- As noted the area of the property that is currently zoned OS-4 was not subject to the Stage 1-2 Archaeological Assessment, however, I understand it will be conveyed to the City and will not be included as a part of the development so we are satisfied with that approach. That portion of the property will remain as having archaeological potential, however, it will not be an issue for this application.

Urban Design

- This proposed development is proposed to be rezoned to Residential R2-1. The proposed zoning would allow for single detached dwellings, and Urban Design is generally supportive such development in this location. Please see below for specific Urban Design comments to be considered for the final Site Design of the proposed lots:
 - Provide pedestrian and vehicular access to each lot. Site layout should promote connectivity and safe movement for pedestrians and vehicles. Refer to The London Plan, Policy 255.
 - Ensure any garages are not 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 222A_.
 - Provide enhanced elevations for end units that are on corner units and are visible from any streets (currently Lot 3), including a similar amount of windows and architectural details as provided on the front elevations and wrap around porches. Refer to The London Plan, Policy 285.
 - If fencing is to be proposed along exterior side yards abutting the public streets, ensure the fencing is no more than 50% of the exterior side yard, transparent, and no more than 1.2m in height. Board on board fencing will not be supported.

London Hydro

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

Landscape Architecture

It is the property owner's responsibility to ensure that the new development does not result in adverse effects to neighboring properties. The Tree Protection Plan (TPP) has identified the following:

- 28 boundary trees were identified, 1 could sustain damage during development. The Arborists recommendation of protective fencing to be followed to protect tree's critical root zone. 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 because any tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Injury or removal of a boundary tree without consent is guilty of an offence under this Act.
- 2 city trees, #748 and 755 are proposed for removal. These trees are protected by the City of London Boulevard Tree Protection Bylaw . 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. Any person who

contravenes any provision of this By-law is guilty of an offence and if convicted is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00.

- Replacement trees are a requirement of the London Plan based on total dbh removed. 1283cm dbh is proposed for removal, in accordance with LP Policy 399, 128 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 **22** replacement trees would be required.
- One Species at Risk (SAR) tree observed within the subject property, a single Kentucky Coffee-tree (*Gymnocladus dioicus*), but it was not inventoried as it was ≤10cm DBH. Kentucky Coffee-tree is listed as threatened in its native range in Ontario under both the Species at Risk Act (2002) and Endangered Species Act (2007). Submit your observations of species at risk to the [Natural Heritage Information Centre](#) (NHIC), which is Ontario's conservation data centre.
- 9 trees with dbh equal to and greater than 50cm are proposed for removal from site. These trees are protected by the City's Tree Protection Bylaw. The City of London Tree Protection Bylaw protects trees with a diameter of 50+ cm growing on private property. Permits would be required to remove **on-site** trees with diameters +50cm at breast height. <https://london.ca/by-laws/consolidated-tree-protection-law> 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 is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00.

Site Plan

- Site Plan Approval no longer required.

Parks

Major Issues

- None.

Matters for OPA/ZBA

- None.

Matters for Site Plan

- Parkland dedication has not been taken for this site. To satisfy the required parkland dedication Parks requests the dedication of the lands not included in the residential development lands zoned OS4 on 32 Chesterfield Avenue and the unnumbered lot located to the north in Thompson Road Park (PLAN 462 LOTS 22 TO 31 Roll Number 050300001000000) owned by the applicant at the Open Space rate of 30 to 1 pursuant to By-law CP-25.
- Parkland dedication will be finalized through the lot creation (consent) planning process.

Engineering

As this development will be less than 10 units, the proponent may not be subject to the SPA process. Engineering is recommending a holding provision (h-89) for the following:

- Under section 4.2.5 Consents, item 9 in the submitted PJR, the Consultant noted the subject site existing municipal services are available. There is no municipal storm sewer for properties fronting Veronica Avenue. In addition, the proposed properties fronting Chesterfields Avenue may not be tributary to the existing 300mm storm sewer. The Consultant shall provide a stormwater management brief identifying the proposed stormwater management strategy for the proposed lots, to satisfy item 9 of the Consent/Planning Analysis of the report.
- In accordance with Building Bylaw B-7 section 4.2, for new single detached, duplex or semi-detached dwellings, where no accepted area or subdivision

grading plan has been filed with the Corporation engineer, the building permit applicant shall submit with their application a signed and sealed lot grading plan certifying that the drainage scheme depicted by the plan will be compatible with the existing drainage patterns.

- Please ensure compliance with OBC requirements, including, but not limited to the following:
 - the buildings shall be located, and site graded, so that water will not accumulate at or near the buildings,
 - at downspouts, extensions shall be provided to carry rainwater away from the building in a manner that will prevent soil erosion,
 - the site shall be graded so that water will not adversely affect adjacent properties or downstream lands.
 - City records note that there is a private well on the property. Confirmation will be required that it has been decommissioned in accordance with Regulation 903, and that all plumbing has been disconnected from the well.
- The Owner may be required to extend the municipal watermain on Chesterfield Avenue to ensure all proposed lots can be serviced to City Standards. Additionally, a new hydrant may be required along Chesterfield Avenue to meet spacing requirements and/or OBC fire protection criteria. Owner's Engineer to review all water servicing requirements to facilitate the proposed development.

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

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sewer on Chesterfield Ave, and the 375mm diameter sewer on Veronica Ave. Each SF dwelling will require its own independent PDC connection to the fronting sanitary sewer in accordance with SW-7.0. Engineering drawings required demonstrating detailed servicing to be reviewed by Building Division or appropriate authority as it is less than 10units and assumed it will not be circulated for site plan.

Water:

- Water is available to the subject site via the municipal 150mm CI watermain on Veronica Avenue and the 150mm CI watermain on Chesterfield Avenue.
- Each lot shall be serviced by its own independent water service and meter connected to the municipal distribution system.
- The existing dwelling is currently serviced by a 25mm PEX water service connected to the 150mm CI watermain on Chesterfield Avenue. Confirmation will be required that the existing service is adequately sized, and in good working order to service the existing dwelling. Should it be inadequately sized or in poor condition, it shall be decommissioned to City Standards (cut and capped at the main) and a new water service shall be installed, at the Owner's expense.
 - Additionally, City records note that there is a private well on the property. Confirmation will be required that it has been decommissioned in accordance with Regulation 903, and that all plumbing has been disconnected from the well.
- Water servicing shall be to City Standard 7.9.4.
 - The Owner may be required to extend the municipal watermain on Chesterfield Avenue to ensure all proposed lots can be serviced to City Standards. Additionally, a new hydrant may be required along Chesterfield Avenue to meet spacing requirements and/or OBC fire protection criteria. Owner's Engineer to review all water servicing requirements to facilitate the proposed development.
- The site is in the City's low-level service area, which has a hydraulic grade line of 301.8m.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application.

Stormwater:

- The site is located within the UTRCA regulated area and therefore UTRCA approval/permits may be required, including confirmation as to required setbacks.
- There are no storm sewers currently established for the proposed site on Chesterfield Ave. As per the Drainage By-Law, section 5.2, where no storm sewer is accessible the applicant shall provide a dry well or storm water retention system which is certified by a Professional Engineer to the satisfaction of the City Engineer.
- Should the consultant consider the use of any possible surplus capacity in the existing storm sewers near the site, hydraulic calculations (e.g. storm sewer capacity analysis based on upstream/downstream tributary areas and run-off coefficients) must be provided to demonstrate the expected surplus capacity along with any proposed on-site SWM controls design and calculations.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MECP guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.

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

General comments for sites within Central Thames Subwatershed

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

Ecology

- I've reviewed the revised EIS with the new submission and it appears to be complete with the majority of my previous comments addressed sufficiently from the previous submission.
- The main item to be determined moving forward is how the ecological buffer will be implemented. My preference from an ecological standpoint would be to zone the buffer OS5 so that the buffer and feature will be protected from future development for the long-term. However, because there are existing residential uses currently within that buffer area, there would need to be either an understanding that the backyard amenity space can remain as is based on existing conditions or there could be special provision included in the OS5 zone variation to permit a portion of the buffer as backyard amenity space.
- Currently, they are not proposing to zone the buffer to OS5 but have included the following language in the previous EIS responses, "If it is a requirement of City policies that the 30m setback be designated a buffer and re-zoned to OS5, it is requested that exceptions be identified for this property to ensure that the future use of rear/side yard amenity space is not impacted." This would be my preference for implementation of the buffer, otherwise there will be no way to identify this area as buffer if a future application were to come in for the subject lands. Therefore, my recommendation would be to revise the proposed zone lines in the application to accommodate the OS5.
- The remainder of the previous issues have been addressed for this application; however, it should be noted that there are a number of outstanding items that will need to be included in the Consent application as they are conditions of consent. These items are listed in my previous set of comments included in Appendix I of the EIS.

UTRCA

- 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, the applicant is required to obtain the necessary permits and approvals from the Conservation Authority prior to undertaking any site alteration or development within the regulated area.
- Consistent with the geotechnical investigation, Figure 3 – Preliminary Consent Plan in the Planning Justification Report (MHBC, August 2024), delineates the erosion hazard limit/development setback. Given that the lands to the north of that limit/setback are the natural hazard lands, the UTRCA recommends that the lands be zoned with an appropriate Open Space (OS) zone.
- As indicated, there are still outstanding comments in regards to the geotechnical investigation/slope stability study which may impact the erosion hazard limit/development setback and should be addressed prior to the application being considered by the Planning and Environment Committee. We request that the applicant address these matters in an email as soon as possible. A final geotechnical investigation/slope stability assessment/report incorporating all of the responses would be a requirement of the Section 28 permit approval process.

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: North Development Corp. (c/o Zelinka Priamo Ltd.)
1350-1352 Webster Street
File Number: Z-9767, Ward 3
Public Participation Meeting

Date: October 2, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of North Development Corp. (c/o Zelinka Priamo Ltd.) relating to the property located at 1350-1352 Webster Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting October 15, 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 (R1-6) Zone, **TO** a Residential R5 Special Provision (R5-6(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) The removal and restoration of the cul-de-sacs at Croatia Road and Sandra Road to create standard Neighbourhood Street right-of-way.
 - ii) City boulevards and driveways of abutting properties on Croatia Road and Sandra Road to be restored and a connection from the private sidewalk on site to the municipal sidewalks be provided. This work should be at no cost to City and solely on the private developer.

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

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

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-6) Zone, to a Residential R5 Special Provision (R5-6(_)) Zone with special provisions to permit a lot frontage of 19.0 metres, a rear yard depth of 3.0 metres, an interior side yard depth of 3.0 metres, and a density of 46 units per hectare.

Purpose and the Effect of Recommended Action

The recommended action will permit five 2-storey townhouse blocks and six 3-storey back-to-back townhouse blocks containing a total of **56 residential units**.

Staff are recommending approval of the requested Zoning By-law amendment and special provisions.

Linkage to the Corporate Strategic Plan

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

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

Consent Report – B.025/23 – September 28, 2023

Minor Variance Report – A.113/23 – November 2, 2023

1.2 Planning History

On September 28, 2023, the Committee of Adjustment approved Consent application B.025/23 which had the effect of creating two severed lots to be consolidated and two retained lots. The severed lots have a combined area of 12,300m² and frontage of 19.0 metres, while the two retained lots have areas of 408.7m² and 1,826.7 m² and frontages of 13.5 metres and 40.6 metres. As a condition of approval, the severed and retained lands were required to comply with the regulations of Z.-1 Zoning By-law, inclusive of obtaining the necessary Planning Act approvals to permit the proposed use on the severed and retained lands. As a result of the consent, it was determined that four variances on 1352 Webster Street with the existing dwelling were required. On November 2, 2023, Committee of Adjustment approved a minor variance application to permit a lot area of 408.7 m², a rear yard setback of 6.0 metres, a lot coverage of 49%, and an accessory structure rear yard setback of 0.6 metres.

1.3 Property Description and Location

The subject lands, municipally known as 1350 and 1352 Webster Street, are located on the east side of Webster Street in the Huron Heights Planning District. The subject lands have approximately 19.0 metres of frontage on Sandra Road and Croatia Road, and a total area of 1.24 hectares. The subject lands are currently vacant. The surrounding area consists of low-to-medium density residential uses, as well as institutional uses to the west across Webster Street.

Site Statistics:

- Current Land Use: Residential
- Frontage: 19.0 metres (62.3 feet) along Sandra Road, 19.0 metres (62.3 feet) along Croatia Road
- Depth: 161.4 metres (529.5 feet)
- Area: 1.24 hectares (3.06 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes

- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Low-Density Residential
- East: Low-Density Residential
- South: Medium-Density Residential
- West: Low-Density Residential and Montclam Secondary School

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting two Neighbourhood Streets (Sandra Road and Croatia Road)
- Existing Zoning: Residential R1 (R1-6) Zone



Figure 1- Aerial Photo of 1350, 1352 Webster Street and surrounding lands.



Figure 2 - Streetview of the subject lands from Croatia Road.



Figure 3 - Streetview of the subject lands from Sandra Road.

2.0 Discussion and Considerations

2.1 Development Proposal

The subject lands are proposed to be redeveloped with five 2-storey townhouses, and six 3-storey back-to-back townhouses. The five 2-storey townhouses are to contain a total of 26 units, and the six 3-storey back-to-back townhouses are to contain a total of 30 units, for a total of 56 units and a maximum height of 11.0 metres on the subject lands. Each unit has a private driveway and garage providing 2 parking spaces per unit, plus 17 visitor parking spaces. Access to the subject lands is provided by driveways leading south from Sandra Road and Croatia Road.

The proposed development includes the following features:

- Land use: Residential
- Form: Townhouse dwellings
- Height: 2-3 storeys (11.0 metres)
- Residential units: 56
- Density: 46 units per hectare
- Building coverage: 30.62%
- Parking spaces: 129 spaces (includes 1 space in the driveway, 1 space in the garage, 17 visitor parking spaces)
- Landscape open space: 37.46%

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

Conceptual Site Plan (Received July 2024)

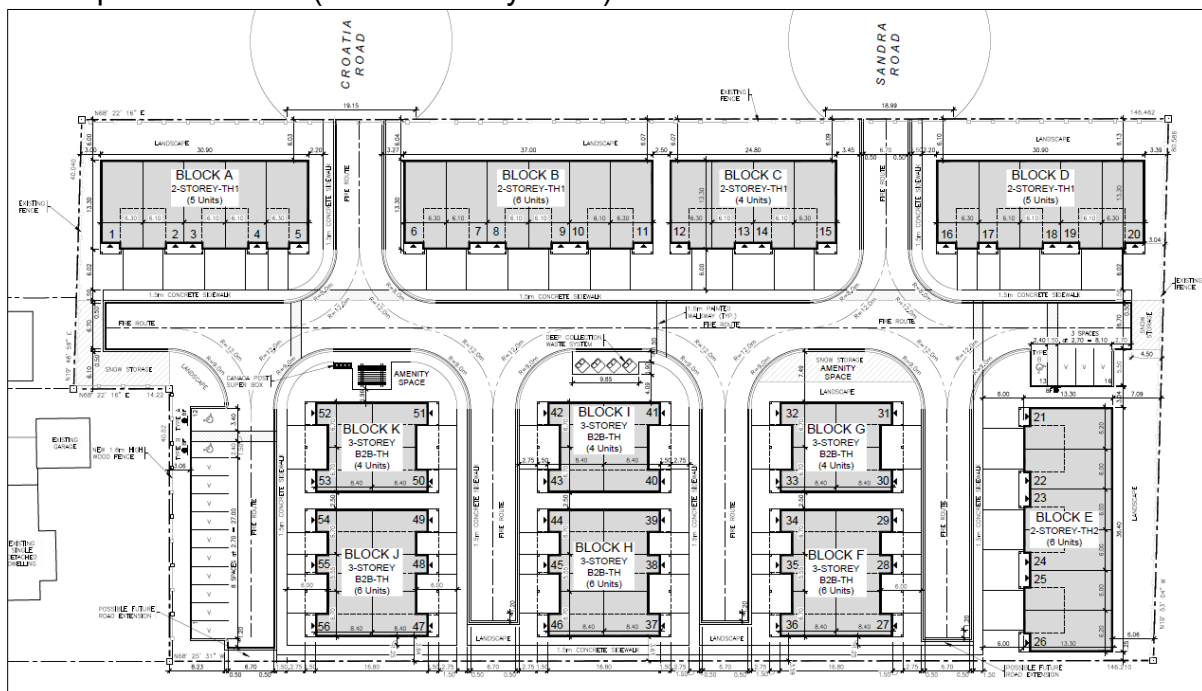


Figure 4 - Conceptual Site Plan (Received July 2024)



Figure 5 - Conceptual Site Plan (Received July 2024)



Figure 6 – Rendering of proposed 2-storey townhouses (received July 2024)



Figure 7 – Rendering of proposed 3-storey townhouses (received July 2024)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the

property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6(_)) Zone.

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

Regulation (R5-6(_))	Required	Proposed
Permitted Uses	- Cluster townhouses - Cluster stacked townhouse	- Cluster townhouses
Lot Frontage (minimum)	30.0 metres	19.0 metres
Rear Yard Depth (minimum)	6.0 metres	1.2 metres
Interior Side Yard Depth (minimum)	6.0 metres	3.0 metres

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- The removal and restoration of the culs-de-sac at Croatia Road and Sandra Road to create standard Neighbourhood Street right-of-way.
- City boulevards and driveways of abutting properties on Croatia Road and Sandra Road to be restored and a connection from the private sidewalk on site to the municipal sidewalks be provided. This work should be at no cost to City and solely on the private developer.

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

2.4 Public Engagement

On July 19, 2024, Notice of Application was sent to 172 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 September 12th, 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.

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

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

Staff are satisfied the proposed use is in conformity with the policies of the Neighbourhoods Place Type of The London Plan. Staff are recommending a special provision restricting permitted uses to cluster townhouse dwellings, as the proposed R5-6 Zone also permits cluster stacked townhouse dwellings which are not contemplated in accordance with Table 10.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity conforms with Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan, which contemplates a maximum height of 3-storeys where a property fronts onto a Neighbourhood Street (Croatia Road and Sandra Road). Furthermore, the site is of a sufficient size to support the proposed use and intensity, with adequate setbacks provided for on-site functions and to provide appropriate buffers to adjacent properties. The redevelopment of the parcel will also facilitate the efficient use of land and existing municipal services (TLP 953_2 and 3).

4.3 Form

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

As proposed, the built form provides an appropriate transition in height towards the existing low-density residential uses (TLP 953_2). The proposed built form and massing of the townhouse blocks have consideration for the surrounding land uses and is appropriate in scale for the surrounding neighbourhood character (TLP 953_2). The development has also been designed such that the abutting properties to the south could be integrated into the proposed development, ensuring future opportunity for residential intensification of these lands is maintained.

Access to the subject lands will be provided from Croatia Road and Sandra Road, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). Parking for the proposed townhouses and back-to-back townhouses will be located internally to the site, visually screening the surface parking from the street and encouraging a pedestrian oriented streetscape (TLP 936_4). Additional mitigation measures include a parking setback of 3.0 metres from the proposed visitor parking spaces to the western property line to allow for a landscape buffer and screening.

4.4 Zoning

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and recommend by staff.

To permit a lot frontage of 19.0 metres, whereas 30.0 metres is required.

The intent of regulating minimum lot frontages is to ensure lots are adequately sized and shaped to support the intended use of the lands. In this case, a 19.0 metre wide frontage along Croatia Road and Sandra Road is requested to provide access to the site. Staff are of the opinion that any potential impacts on abutting properties have been mitigated, and sufficient linear frontage for vehicle is provided.

To permit a rear yard depth of 1.2 metres, whereas 6.0 metres is required.

A special provision to permit a minimum interior side yard depth of 1.2 metres is proposed by the applicant and recommended by staff. The reduction is requested for the 2-storey townhouses (Block E) from the south lot line. The intent of interior side yard depths is to ensure sufficient space between the building and lot line to accommodate all on-site functions while mitigating for potential adverse impacts to adjacent properties. In this case, the 2-storey townhouses are oriented toward the rear yard of the adjacent south property, where there are currently no buildings directly abutting the lot line. Further, the requested 1.2 metre setback provides sufficient space for appropriate buffering for site maintenance and landscaping. Staff are satisfied that potential impacts resulting from the requested reduced rear yard setback on adjacent and nearby properties are sufficiently mitigated.

To permit an interior side yard depth of 3.0 metres, whereas 6.0 metres is required.

A special provision to permit a minimum interior side yard depth of 3.0 metres is proposed by the applicant and recommended by staff. In this case, the reduced interior side yard depth refers to the separation distance between the 2-storey townhouses (Blocks A and D) oriented towards the rear yards of the adjacent properties to the east and west, in which the conceptual site plan shows a separation of 3.0 and 3.04 metres.

The reduced setback is considered sufficient for the provision of on-site functions while accommodating an appropriate buffer for landscaping and is not anticipated to adversely impact the abutting properties to the west.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision (R5-6(_)) 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 five 2-storey townhouse blocks and six 3-storey back-to-back townhouse blocks for a total of 56 residential units on the subject lands.

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)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1350-1352 Webster 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 1350-1352 Webster Street, as shown on the attached map **FROM** a Residential R1 (R1-6) Zone **TO** a Residential R5 Special Provision (R5-6(_)) Zone.
2. Section Number 9.3 of the Residential R5-6 Zone is amended by adding the following Special Provisions:

R5-6() 1350-1352 Webster Street

a. Permitted Uses

1. Cluster townhouse dwellings

a. Regulations

1. Lot Frontage (minimum) – 19.0 metres
2. Rear Yard Depth (minimum) – 1.2 metres
3. Interior Side Yard Depth (minimum) – 3.0 metres

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

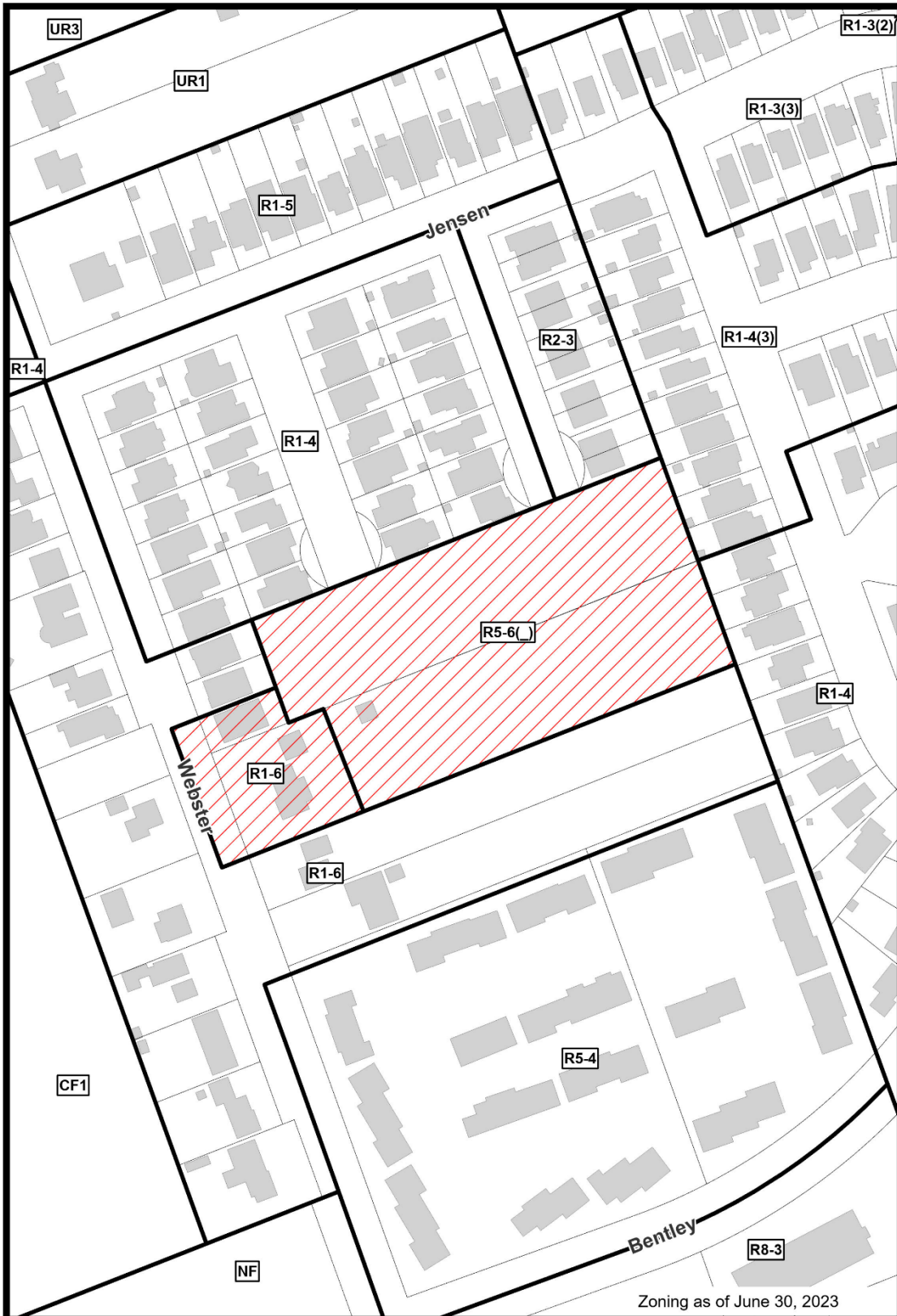
PASSED in Open Council on October 15, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


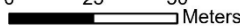

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

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



Zoning as of June 30, 2023

<p>File Number: Z-9767 Planner: CC Date Prepared: 2024/08/19 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,720</p> <p>0 25 50 Meters </p> <p></p>
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Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	19 metres (62.3 feet)
Depth	162 metres (531.5 feet)
Area	1.23 hectares (3.04 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Low-density Residential
East	Low-density Residential
South	Medium-density Residential
West	Low-density Residential & Institutional (Montcalm Secondary School)

Proximity to Nearest Amenities

Major Intersection	Highbury Avenue North & Huron Street, 945 metres
Dedicated cycling infrastructure	Highbury Avenue North, 590 metres
London Transit stop	Webster Street and Huron Street intersection, 825 metres
Public open space	Huronview Park, 675 metres
Commercial area/use	Highbury Avenue North & Huron Street Commercial Plaza, 1,250 metres
Food store	Walmart, 1,250 metres
Community/recreation amenity	Stonarch Arena & Community Centre, 1,590 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type fronting a Neighbourhood Street (Sandra Road and Croatia Road)
Current Special Policies	N/A
Current Zoning	Residential R1 (R1-6) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-6()) Zone

Requested Special Provisions

Regulation (R5-6())	Required	Proposed
Lot Frontage (minimum)	30.0 metres	19.0 metres
Rear Yard Depth (minimum)	6.0 metres	1.2 metres
Interior Side Yard Depth (minimum)	6.0 metres	3.0 metres

C. Development Proposal Summary

Development Overview

The subject lands are proposed to be redeveloped with five 2-storey townhouse blocks, and six 3-storey back-to-back townhouse blocks. The five 2-storey townhouses are to contain a total of 26 units, and the six 3-storey back-to-back townhouses are to contain a total of 30 units, for a total of 56 units and a maximum height of 11.0 metres on the subject lands. Each unit is provided with a driveway that has room for one (1) parking space in front of each unit, and a 1-car garage, thereby providing 2 parking spaces per unit, plus 17 total visitor parking spaces. Access to the subject lands is provided by private driveways leading south from Sandra Road and Croatia Road.

Proposal Statistics

Land use	Residential
Form	Townhouses and back-to-back townhouses
Height	2-3 storeys (11.0 metres)
Residential units	56
Density	46 units per hectare
Building coverage	30.6%
Landscape open space	37.4%
New use being added to the local community	No

Mobility

Parking spaces	129 parking spaces (includes 1 space in the driveway, 1 space in the garage per unit, and 17 visitor parking spaces).
Vehicle parking ratio	2.3 per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	N/A
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	N/A

Environment

Tree removals	54 trees proposed to be removed
Tree plantings	44 replacement trees recommended
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	N/A
Green building features	Unknown

Appendix C – Additional Plans and Drawings



2-storey townhouse front elevation



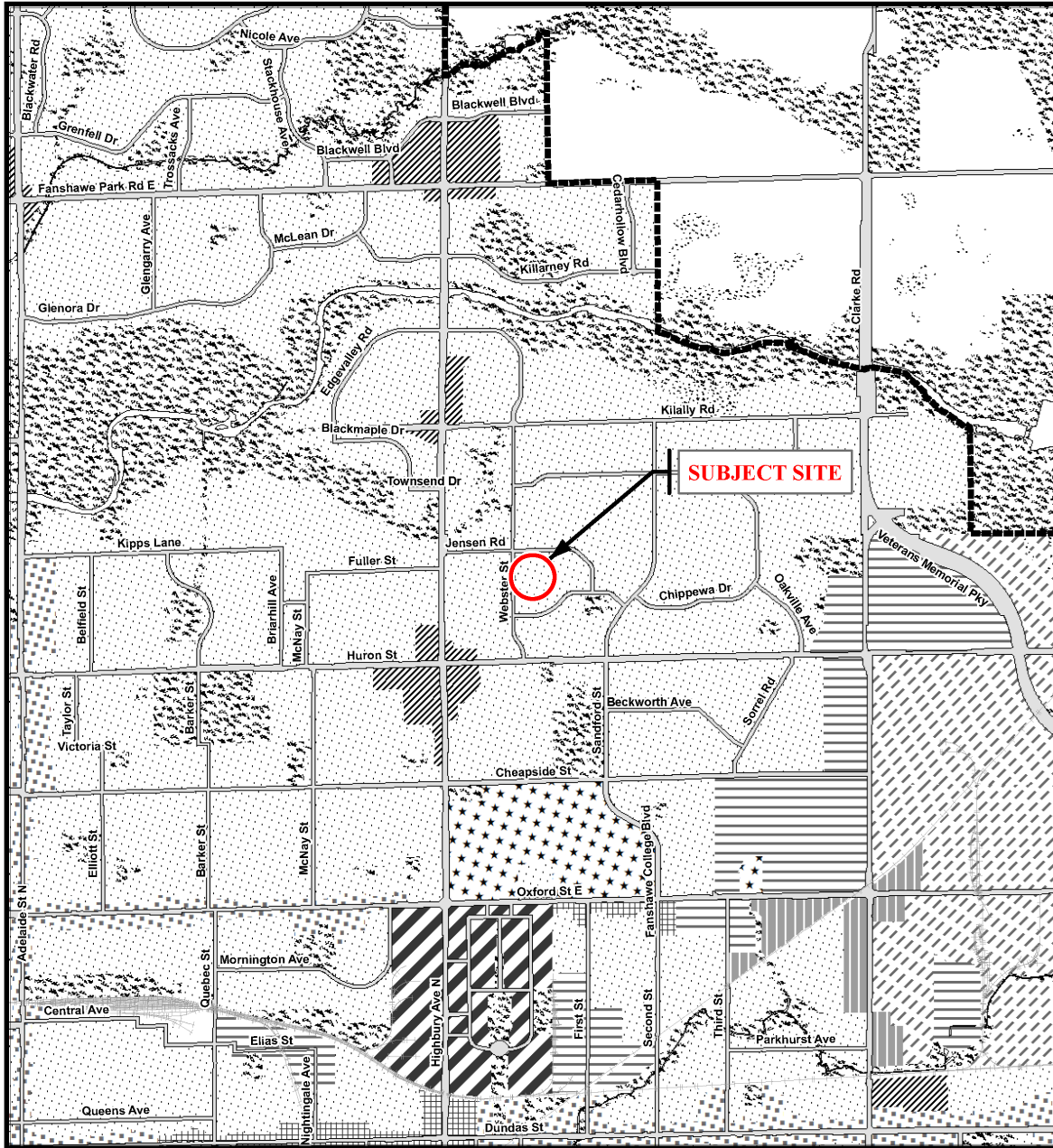
3-storey townhouse front elevation



3-storey back-to-back townhouse building rendering



2-storey townhouse building rendering



Legend

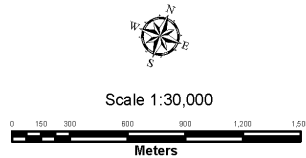
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

**CITY OF LONDON
Official Plan**

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

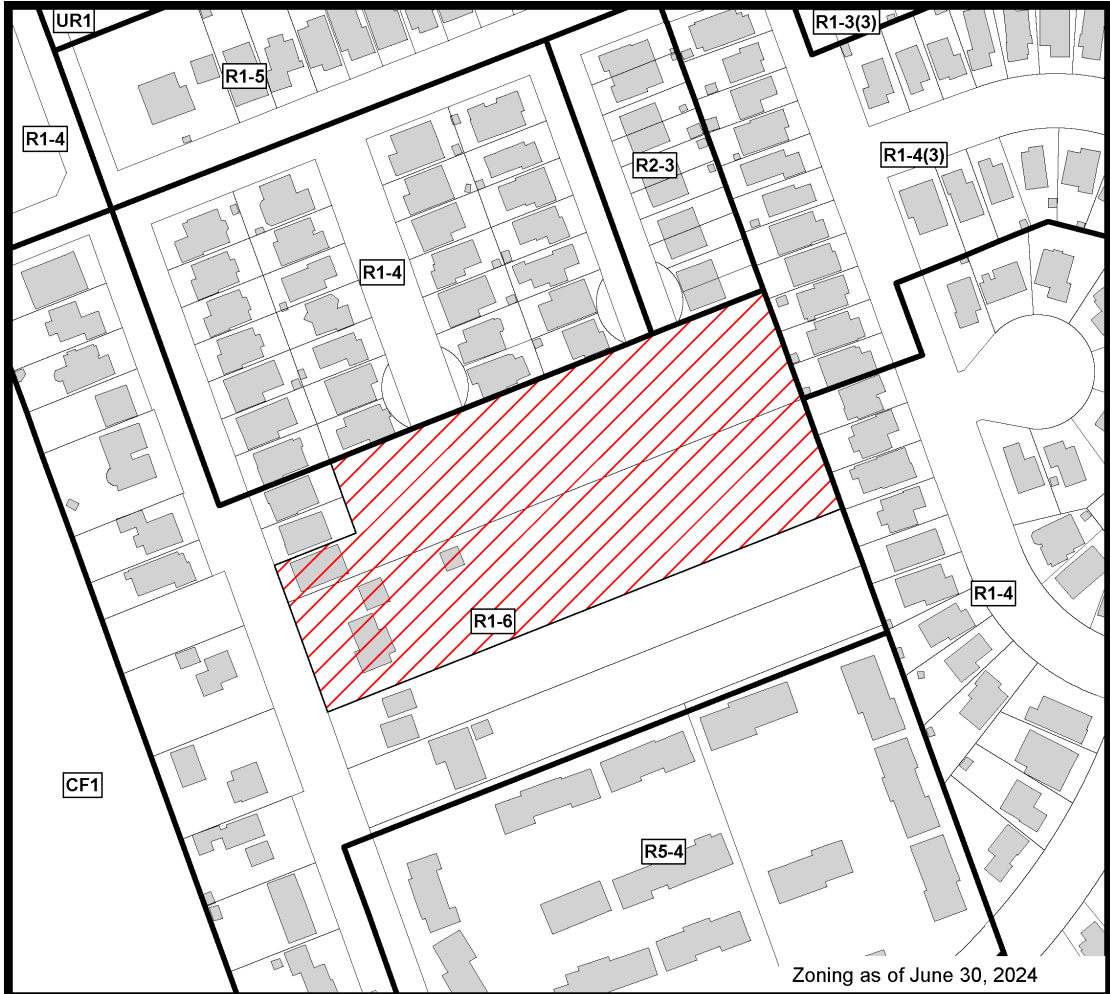
PREPARED BY: Planning & Development



File Number: Z-9767
Planner: CC
Technician: RC
Date: 2024/08/19

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9767-Map1-PlaceTypes.mxd

London Plan Map 1 – Place Types



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

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

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

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-9767

CC

MAP PREPARED:

2024/08/19

RC

1:2,000

0 10 20 40 60 80

Meters

Zoning By-law No. Z.-1 Schedule A

Appendix D – Internal and Agency Comments

Heritage

- There are no cultural heritage or archaeological concerns associated with this application.

London Hydro

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

Parks

- 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

The Development and Planning Landscape Architect has reviewed the Tree Preservation Report for 1350-1352 Webster St and provides the following comments:

Major Issues

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

Matters for Site Plan

- There are multiple boundary trees associated with this site that will need consent from co-owner to remove and injure at time of Site Plan. boundary trees can't be removed without written consent from co-owner. Failure to obtain consents will require a change in the site layout. 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 at time of Site Plan Approval.

Boundary Removal			
<i>Tree #</i>	<i>DBH (cm)</i>	<i>Setback (m)</i>	<i>Co-owner</i>
64	100	10	27 Croatia Rd
60	38	3.8	26 Sandra Rd
59	19	1.9	26 Sandra Rd
56	43	4.3	21 Sandra Rd
38	67	6.7	1346 Webster Rd
Boundary Injure			
45	23% of critical root zone		67 Stonehenge
48	24% of critical root zone		67 Stonehenge

- Replacement trees to be recommendation to Site Plan Review based on total dbh removed. 613 cm dbh is proposed for removal, in accordance with LP Policy 399, 61 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 16 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. 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.

- Recommendations for preservation of off-site trees #11-19 will need to be reviewed at the time of SPA due to close proximity to proposed construction. Consent to remove would need to be obtained from the owner of 1404 Commissioners Rd W. if removal is determined to be necessary
- A recommendation for proof of payment for the coordinated removal of city trees will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.

City of London Tree Removals - #1, 2

- Replacement trees to be recommendation to Site Plan Review based on total dbh removed. The summation of tree diameter to be destroyed shall correspond to the number of Replacement Trees required in accordance with London Plan Policy 399; 71 individual trees and 2 vegetation units were inventoried; 54 to be removed. A total of 2178 cm dbh to be removed. In accordance with LP Policy 399 **218** replacement trees would be required to be planted within the site. 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 **51** replacement trees would be required on proposed Landscape Plan at Site Plan. 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.

Site Plan

- *Major Issues*
 - None.
- *Matters for ZBA*
 - Special provisions required for reduced frontage, rear yard depth, interior side yard and 0 short-term bicycle parking spaces (see attached referral form).
- *Matters for Site Plan*
 - Separation distance between townhouse blocks is shown as 2.5m. For windows to habitable rooms, the required separation distance is 8m, for windows to non-habitable rooms is 1.5m and for blank walls is 0m. Floorplans will be required at the time of site plan review to determine if the windows shown are to habitable or non-habitable rooms.
 - A minimum landscape space of 1.5m for perimeter planting will be required for tree planting along the east, west and south boundaries. The landscape space will be required in addition to pedestrian connections shown along the south boundary.

Engineering

Engineering has no further comments related to the zoning application. As part of the PEC report, we would like the Site Plan Approval Authority to consider the following design matters through the site plan process:

- The cul-de-sac at Croatia Rd and Sandra Rd must be removed to create a normal Neighborhood Street ROW. Applicant is also required to restore boulevard and driveways of abutting houses and connect the private sidewalk to municipal sidewalk. This work should be at no cost to City and solely on the private developer. Further, the restoration work needs to be shown on all drawings.

Please note that a municipal easement is required for City Service and Operations vehicles to utilize subject development for maneuvering and maintenance between Croatia Road and Sandra Road.

Urban Design

Major Issues:

- This site is located within the Neighbourhoods Place Type, along a Neighbourhood Street in The London Plan [TLP] which generally contemplates the proposed use. Urban Design is supportive of the proposed townhouse development and commends the applicant for changes made to the site layout since Pre-Application Consultation, which address the majority of the previous urban design-related concerns.

Matters for ZBA:

- Urban Design has no further comments regarding the Zoning By-law Amendment.

Matters to be Addressed at Site Plan:

- Units 5, 6, 15, and 16 are currently proposed to rear lot toward the end of Croatia Road and Sandra Road. As this interface will act as a view terminus for both of these public streets, Urban Design staff recommend the applicant mitigate potential blank walls/fencing in these locations [TLP Policy 229, 285]:
 - Provide an enhanced rear elevation with the same level of architectural detail (size and number of windows, unit entrances, architectural massing and detailing, etc.) as is found on the front elevation.
 - If any proposed fencing is anticipated to be visible from Croatia Road or Sandra Road, ensure the fencing is decorative transparent fencing (e.g., wrought iron).
- The applicant is encouraged to explore a building design for the two-storey townhouses that includes garages that are recessed behind the front entrance of the unit to promote walkability and a pedestrian-oriented site design [TLP Policy 222A, 260].
- Consider incorporating a mix of complementary architectural styles, materials and colours in the design of individual townhouse units to assist with wayfinding, break-up the massing and to add interest to the overall building design [TLP Policy 301].
- Include facilities for temporary bicycle storage on site to promote active transportation [TLP Policy 280].
- The design and layout of the site should have regard for and incorporate significant mature trees [TLP Policy 210, 258].
- Provide a full set of dimensioned elevations for all sides of the proposed buildings as well as a fully dimensioned and labelled site plan. Further comments may follow upon receipt of the drawings.

Ecology

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

UTRCA

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

Appendix E – Public Engagement

K. Larocque – Received August 25, 2024

We have way to many people shoved in this area, this needs to be canceled NOW and many are planning to fight this. We want to enjoy our overcrowded neighborhood and Z-9767 will NOT be happening.

D. Nakoneczny & S. James – Received August 29, 2024

To Whom It May Concern

If the above project is approved as requested on the plan, my property and my neighbour's property [REDACTED] will become land locked.

We are asking for equal rights to public streets and services that will be blocked to our land if the proposed development proceeds as shown on the plan.

My family has waited for the city road extensions to our property for over 40 years, to permit development of our property.

I would also request that whatever zoning and density is approved for this project be applied to our properties at the same time.

Should you require further information please contact the parties listed below.

Thank You

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: Old Oak Properties Inc.
London Psychiatric Hospital - 850 Highbury Avenue North
File Number: Z-9577/O-9766, Ward 3
Public Participation Meeting

Date: October 2, 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. relating to the property located at 850 Highbury Avenue

- (a) The proposed by-law, attached hereto as Appendix "A", **BE INTRODUCED** at the Municipal Council meeting to be held on October 15, 2024, to amend the Official Plan, The London Plan as follows:
- i) **REVISE** Map 1 – Place Types – to redesignate the subject lands **FROM** Transit Village and Green Space Place Types **TO** modified areas comprising Transit Village and Green Space Place Types;
 - ii) **REVISE** Map 3 – Street Classifications - to **MODIFY** the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan;
 - iii) **REVISE** Map 4 – Active Mobility Network - to **MODIFY** the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan;
 - iv) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to **AMEND** the Transit-Oriented Corridor Policy Area 1 and divide into Transit-Oriented Policy Area 1A for the corner of Highbury Avenue North and Oxford Street East and Policy 1B for the rest of the former Policy Area 1;
 - v) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to **REMOVE** references to the Standard Maximum Height and **REPLACE** references to the Upper Maximum Height with Maximum Height;
 - vi) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.2, including Table 1 – Summary of Maximum and Minimum Permitted Heights by Designation as follows:
 - i. **REMOVE** references to the Standard Maximum Height and Upper Maximum Height and **REPLACE** with Maximum Height;
 - ii. Redesignate Transit-Oriented Corridor Policy Area 1A **FROM** a Maximum of 22 storeys **TO** a Maximum of 32 storeys;
 - iii. Redesignate Transit-Oriented Corridor Policy Area 1B **FROM** a Maximum of 22 storeys **TO** a Maximum of 30 storeys;
 - iv. Redesignate Transit-Oriented Corridor Policy Area 2A **FROM** a Maximum of 12 storeys **TO** a Maximum of 20 storeys;
 - v. Redesignate Transit-Oriented Corridor Policy Area 2B **FROM** a Maximum of 16 storeys **TO** a Maximum of 25 storeys;
 - vi. Redesignate Residential Policy Area 1A **FROM** a Maximum of 4

- storeys **TO** a Maximum of 8 storeys on lands located more than 80 metres from the Treed Allée along Street C;
- vii. Revise the Built Form and Intensity policies for the western portion of Residential Policy Area 1A to permit heights above the 8 storeys shown on Schedule 4, up to 12 storeys adjacent to the Transit Oriented Corridor Designation subject to the recommendations of a Heritage Impact Assessment acceptable to the City.
 - viii. Redesignate Residential Policy Area 1B **FROM** a Maximum of 12 storeys **TO** a Maximum of 20 storeys; and,
 - ix. Redesignate Village Core **FROM** a Maximum of 4 storeys **TO** a Maximum of 8 storeys on lands located more than 60 metres from a heritage designation.
- vii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan to **MODIFY** the street network; **MODIFY** the Active Transportation Connection; and change the land use **FROM** Lowrise-Midrise and Open Space **TO** Lowrise-Midrise and Open Space;
 - viii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas to **MODIFY** the street network and change the land use **FROM** Residential and Open Space Designations **TO** Residential and Open Space Designations;
 - ix) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations as follows:
 - i. **MODIFY** the street network;
 - ii. **AMEND** the sub area designations for Blocks 6 & 27 **FROM** Residential Policy Area 1A and Open Space Policy Area 1 **TO** Residential Policy Area 2 and Open Space Policy Area 1; and,
 - iii. **AMEND** the sub area designations for Blocks 13-15 **FROM** Transit-Oriented Corridor Policy Area 1 **TO** Transit-Oriented Corridor Policy Area 1B.
 - iv. **AMEND** the sub area designations for Block 16 **FROM** Transit-Oriented Corridor Policy Area 1 **TO** Transit-Oriented Corridor Policy Area 1A.
 - v. **AMEND** the sub area designations for Blocks 17 & 18 **FROM** Transit-Oriented Corridor Policy Area 2B **TO** Transit-Oriented Corridor Policy Areas 1B and 2A.
 - x) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan as follows:
 - i. **MODIFY** the street network;
 - ii. **AMEND** the minimum-maximum height for Block 7 **FROM** 2-4 Storeys and Open Space **TO** 2-6 Storeys and Open Space;
 - iii. **AMEND** all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation **WITH** the Maximum Height;
 - iv. **AMEND** the maximum height for Block 16 **FROM** 22 Storeys **TO** 32 Storeys;
 - v. **AMEND** the maximum height for Blocks 13-15 and 17 **FROM** 22 Storeys **TO** 30 Storeys;
 - vi. **AMEND** the maximum height for Block 12 **FROM** 16 Storeys **TO** 25

Storeys;

- vii. **AMEND** the maximum height for Blocks 18 and 19 **FROM** 12 and 16 Storeys **TO** 20 Storeys;
 - viii. **AMEND** the maximum height for the western portions of Blocks 10 and 11 **FROM** 4 Storeys **TO** 8 Storeys; and,
 - ix. **AMEND** the maximum height for Blocks 2 and 26 **FROM** 12 Storeys **TO** 20 Storeys.
 - x. **AMEND** the maximum height for Block 1, the eastern portion of Block 3, and the western portion of Block 4 **FROM** 4 Storeys **TO** 8 Storeys.
 - xi) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan to **MODIFY** the Neighbourhood Streets and Neighbourhood Connectors;
 - xii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network to **MODIFY** the street network; relabel **FROM** Buffered Bike Lane **TO** In-Boulevard Bike Lane and **MODIFY** the In-Boulevard Bike Lane and Multi-Use Pathway;
 - xiii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework to **MODIFY** the street and block fabric;
 - xiv) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities to **MODIFY** the Priority View Terminus, street and block fabric; and,
 - xv) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area to **MODIFY** the street network; and change the land use **FROM** Residential and Open Space **TO** modified areas comprising Residential and Open Space.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting October 15, 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 Regional Facility (RF) Zone, **TO** a Residential Special Provision R9 (R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98) Zone, Holding Residential Special Provision R9 (h-80•R9-7(***)•H82) Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(****)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-*•R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R9/Neighbourhood Facility (h-80•h-*•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-*•R5-7(**)/R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D150•H28) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D125•H22) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(**)•D125) Zone, Holding Residential Special Provision R8 (h-80•h-*•R8-4(***)•D150) Zone, Business District Commercial / Community Facility / Heritage (BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-*•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-*•OS1/NF1) Zone, Open Space (OS1) Zone, and Urban Reserve (UR1) 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 policies of The London Plan, including, but not limited to, Our Strategy, City Building Policies, and the vision for the Transit Village Place Type; and,

- iii) the recommended amendment will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.
- (c) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 850 Highbury Road North;
- (d) the Site Plan Approval Authority **BE REQUESTED** to consider the following:
- i) the provision of short and long-term public bicycle parking in the development of each block through the site plan process;
 - ii) the provision for publicly-accessible pedestrian and/or cycling connections through proposed large development blocks site connecting with the adjacent pedestrian & cycling networks and rapid transit stations;
 - iii) the provision of enhanced landscaped open space features on large development blocks and the limiting of surface parking areas to ensure adequate amenity space and tree canopy;
 - iv) Landscaping to include a minimum 50% native species, with no invasive species planted;
 - v) Investigate renewal sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
 - vi) Investigate air source heat pump options;
 - vii) Utilize bird friendly policies using the CSA standard;
 - viii) The impacts of proposed development on the heritage designated Block 20, the Horse Barn, be assessed through a Heritage Impact Assessment to the satisfaction of the City of London which considers mitigation measures such as the appropriate height, setback, and podium step backs for buildings located near Block 20.
- (e) 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 Old Oak Properties Incorporated (Application File No. 39T-21503), prepared by Development Engineering (London) Limited, File No. DEL19-009, which shows a draft plan of subdivision consisting of one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block, one (1) road widening block, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

Executive Summary

Summary of Request

An Official Plan Amendment to update the schedules and maps of the London Psychiatric Hospital Secondary Plan to permit buildings with maximum heights ranging between 20 and 32 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East. Amendments to the Secondary Plan are also proposed to increase the heights of other blocks internal to the site to allow more medium and high density mixed-use development which transition towards the central heritage campus. Additional housekeeping amendments are also proposed to update the schedules and maps of The London Plan and London Psychiatric Hospital Secondary Plan with the current street layout and design, as well as the block fabric.

A Zoning By-Law Amendment from a Regional Facility (RF) Zone to a Residential R9 Special Provision, various Holding Residential Special Provision R5/R8/R9, Holding Community Facility, Holding Neighbourhood Facility, Holding Business District Commercial, Heritage, and Open Space Zones to facilitate the development of a Draft Plan of Subdivision to permit a subdivision consisting of: one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block one, one (1) road widening block, all served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

In addition, special provisions are requested, including to permit increased densities; increased heights; additional commercial uses within mixed-use residential blocks; reduced front, side and rear yards; and to implement the minimum height and density requirements of the London Psychiatric Hospital Secondary Plan.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Official Plan and Zoning By-law Amendments to permit the range of uses, intensity and form associated with the applicant's proposed draft plan of subdivision application. The official plan amendment will add approximately **2,650 new residential dwelling units** to the 5,750 units that were approved through Official Plan Amendment No. 63 to amend the LPH Secondary Plan passed by Council on June 14, 2022 (OZ-9324). The Zoning By-Law Amendment and Draft Plan of Subdivision will permit an approximate **total of 8,400 new residential dwelling units** on the former London Psychiatric Hospital lands.

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** - London's growth and development is well-planned and considers use, intensity, and form; and, promotes neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Wellbeing and Safety** – London has safe, vibrant, and healthy neighbourhoods and communities; and create 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

- **December 12, 2005** – Information report to Planning Committee regarding a process for planning the redevelopment of the London Psychiatric Hospital Lands.
- **April 21, 2009** – Meeting to table the draft London Psychiatric Hospital Lands Area Plan Terms of Reference and circulate it for comment.
- **June 22, 2009** – Public Meeting for consideration of the adoption of the London Psychiatric Hospital Lands Area Plan Terms of Reference.
- **June 13, 2011** – Public Meeting for consideration of endorsement of the Secondary Plan and Stormwater Management Class Environmental Assessment.
- **September 26, 2011** – Public Meeting for consideration of approval of the Secondary Plan and Stormwater Management Class Environmental Assessment.

- **January 16, 2012** – Staff report seeking direction on the appeal of the Secondary Plan to the Ontario Municipal Board by the Fairmont Lawn Bowling Club.
- **March 19, 2013** – Staff report on the progress of resolution of the OMB appeal.
- **July 23, 2013** – Staff report on the decision issued by the OMB to change the wording of policy related to the location of the Lawn Bowling Club within the Secondary Plan.
- **January 31, 2022** – Public Meeting for consideration of housekeeping amendments to the Secondary Plans to replace references to the 1989 Official Plan with references to The London Plan. (O-9346)
- **May 30, 2022** – Public Meeting for consideration of amendment to the Official Plan to update the London Psychiatric Hospital Lands Secondary Plan (OZ-9324)
- **July 16, 2024** – Staff report presenting the final report by SvN Architects + Planners entitled “London Height Framework Review” be received for information
- **September 10, 2024** – Public Meeting for the consideration of amendments to the Official Plan and Zoning By-law based on the results of the “London Height Framework” for Protected Major Transit Station Areas.

1.2 Planning History

Preparation of the London Psychiatric Hospital (LPH) Secondary Plan began in 2009 to guide development following the closure of the facility known at the time as the Regional Mental Health Care London (RMHC). In parallel with the Secondary Plan, Infrastructure Ontario (the property owner at the time) undertook a Storm/Drainage and SWM Servicing Works Municipal Class Environmental Assessment Study to identify the preferred solutions for providing storm drainage on the lands.

In October, 2011, Council adopted the LPH Secondary Plan which planned for the transition of the site from a large institutional use to incorporate high and medium density residential uses as well as commercial-residential uses. Institutional uses were maintained on a portion of the plan area to allow for a possible expansion of Fanshawe College. The significant cultural heritage landscapes and buildings within the plan were also protected including the treed Allée running north-south, the Infirmary Building, Recreation Hall, Stables and Chapel.

On November 3, 2011, an appeal was submitted by the Fairmont Lawn Bowling Club. Following a prehearing conference held on April 17, 2012 and on Council’s direction of December 11, 2012, a settlement was reached between the City, Infrastructure Ontario and the Lawn Bowling Club.

The Ontario Municipal Board hearing to resolve the appeal was conducted by teleconference on January 22, 2013. The Decision issued on March 13, 2013, changed the wording of the policy pertaining to the future location of the Lawn Bowling Club to clarify that the policies would also allow it to remain in its current location.

The London Plan was adopted by City Council as the City’s new Official Plan on June 23, 2016, and approved by the province on December 28, 2016. The London Plan envisioned the former LPH lands developing as a Transit Village comprising a high-density, mixed-use, transit-oriented community along the eastern leg of the planned bus rapid transit corridor. The London Plan was appealed by numerous parties and remains partially under appeal (Local Planning Appeal Tribunal case number PL170100). Many of the policies, including most of the ones related to the Transit Village Place Type are now in force and effect.

On February 15, 2022, Council adopted housekeeping changes to the other Secondary Plans to remove references to the 1989 Official Plan, its policies and designations, and replaced them with references to The London Plan, its place types, and policies (O-9346). An amended LPH Secondary Plan that would allow mixed-use low, medium and high-density development with a mix of residential, commercial, heritage, community

and other uses on the lands consistent with the vision for a Transit Village in The London Plan was passed by Council on June 14, 2022.

On May 16, 2024, the applicant submitted a revised application for a Zoning By-Law Amendment and Draft Plan of Subdivision to permit a mixed use subdivision with buildings up to 22 storeys along Highbury Avenue North and Oxford Street East. The revised application was circulated to the commenting agencies/departments and the public on May 30, 2024 and a public meeting was scheduled for July 16, 2024. On June 28, 2024, the applicant submitted a formal request for deferral of the public meeting to allow them additional time to revise their application.

On July 16, 2024, the final report by SvN Architects + Planners entitled “London Height Framework Review” was presented to Council for information. This review recommended a maximum height of 30 storeys within the Transit Village Place Types in The London Plan based on a review of best practices from other comparable municipalities and current development trends. City staff have subsequently circulated notices of the proposed amendments to The London Plan and London Zoning By-law.

To align with the proposed changes through the Heights review, a new application for an Official Plan Amendment and a revised application for a Zoning By-Law Amendment and Draft Plan of Subdivision was submitted by the applicant on July 23, 2024 which would permit buildings of up to 30 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East. The Zoning By-Law Amendment application also proposes to increase the maximum permitted densities from 250-320 units per hectare to 350-560 units per hectare on blocks adjacent to Highbury Avenue North and Oxford Street East. Subsequently, through discussions with the applicant, a revised application was received on September 6th, 2024 with the amendments that are considered in this report.

In preparing this report, staff have aligned the recommendations in this report with the recommendations for the Protected Major Transit Station Areas (PMTSA) Zoning Review and London Height Framework Review, presented at the September 10th, 2024 Planning and Environment Committee meeting. The recommended Official Plan and Zoning By-Law Amendments have been drafted to provide a consistent framework between the London Psychiatric Hospital lands and other Transit Villages, while also respecting the characteristics and heritage features that make this area unique compared to other Transit Village Place Types. To be consistent, staff have worked with the developer to agree on zoning regulations for the R9-7 Special Provision Zones which are similar to those used in the new recommended Transit Station Area zone, such as the permitted uses and the use of a maximum Floor Area Ratio instead of Units per Hectare to regulate density.

1.3 Property Description

The subject lands are located at 850 Highbury Avenue North and consist of the lands associated with the former London Psychiatric Hospital (LPH) with a total area of approximately 57 hectares (141 acres). The LPH lands feature four buildings that have provincial heritage value: the Chapel of Hope, the Horse Stable, the Infirmary, and the Recreation Hall. In addition, a number of landscape features have been identified as having provincial heritage value including a north-south Treed Allée and a central ring road lined with mature trees. Several buildings on the lands, including a complex of hospital buildings built in the 1960’s were recently demolished and remediated, as they had no historical significance.

The lands are bounded on the west by Highbury Avenue North; to the north by Oxford Street East; to the east by existing residential dwellings, an industrial park and a Canadian Pacific Railway (CPR) spur line; and to the south by the CPR main line. The federal government owns lands located to the southwest of the subject lands on the north side of the CPR main line adjacent to Highbury Avenue. These lands, as well as others to the south the CPR main line were included within the London Psychiatric Hospital Secondary Plan but are not included as part of the subject lands for these applications. The northern portion of the subject lands are largely open space and were previously used as sports fields.

Site Statistics:

- Current Land Use – former hospital campus including heritage buildings and landscapes, open space
- Frontage (approx.) – 700m on Highbury Avenue North and 600m on Oxford Street East (Rapid Transit Boulevards); 20m on each of Howland Avenue, Rushland Avenue, and Spanner Street (Neighbourhood Streets),
- Area – approx. 57.23 ha (141.4) acres)
- Shape – Irregular

Surrounding Land Uses:

- East – existing low density residential and 14 storey residential apartment building, light industrial, rail spur
- South – CP railway, Salvation Army London Village (Child Care Centre, Respite Centre, Alzheimer's Centre), London Lawn Bowling Association, vacant lands
- West – office and light industrial uses, Canada Post London Processing centre and Administration building, Oxbury Centre retail plaza
- North – John Paul II Catholic Secondary School, low density residential, Fanshawe College

Existing Planning Information:

- The London Plan Place Type – Transit Village, Green Space at the intersection of two Rapid Transit Boulevard street classification (Highbury Avenue N and Oxford Street E)
- London Psychiatric Hospital Secondary Plan, Sub Area Designations – Transit-Oriented Corridor, Residential, Village Core, Heritage, and Open Space
- Existing Zoning – Regional Facility (RF) Zone

1.4 Location Map



Figure 1: Map showing the subject lands and surrounding context

2.0 Discussion and Considerations

2.1 Proposed Development

The Official Plan and Zoning By-law Amendments will facilitate the redevelopment of the former London Psychiatric Hospital lands as a Draft Plan of Subdivision. The below figures illustrate the overall concept plan for the development and conceptual rendering of the first phase of high-density residential development.

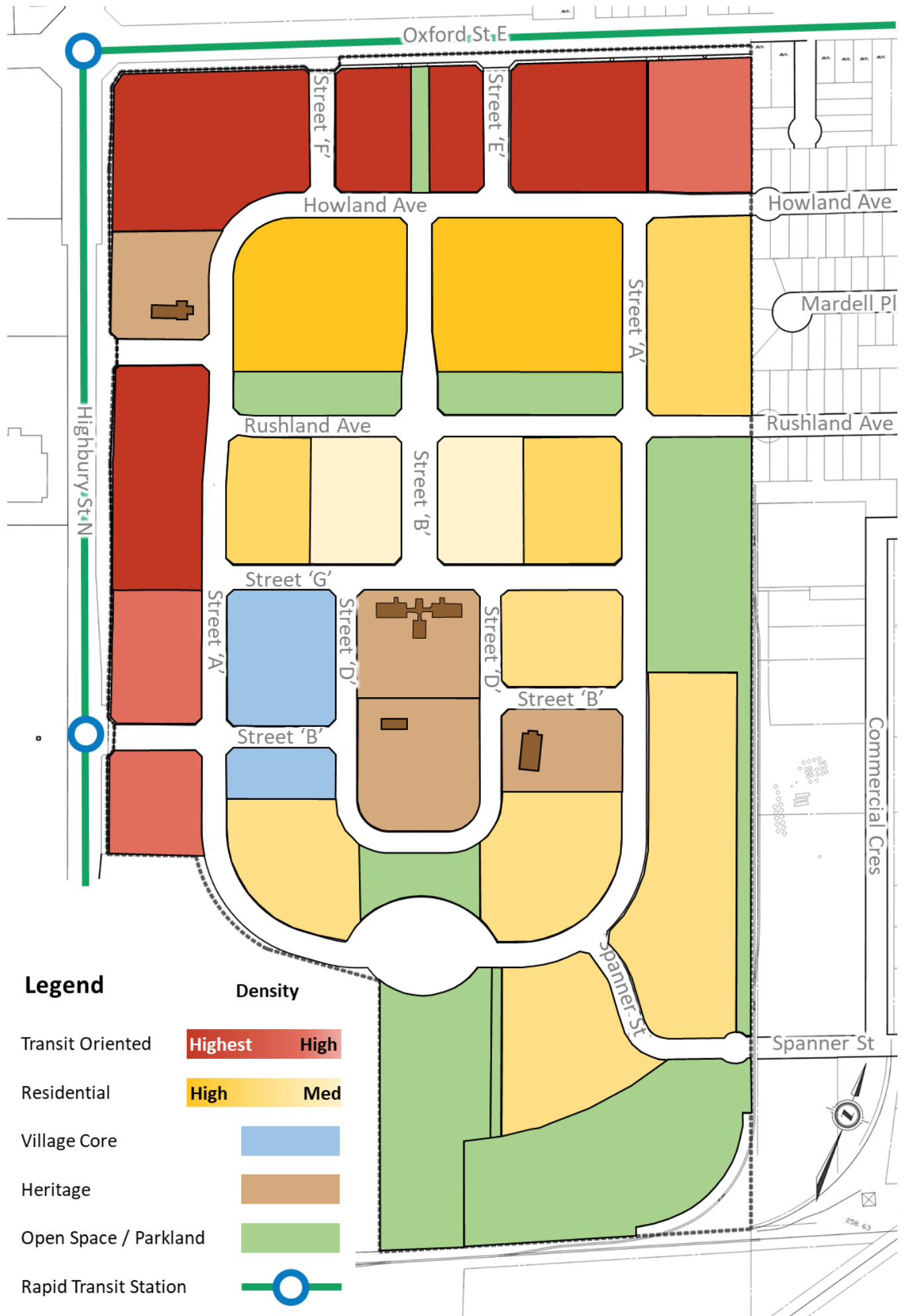


Figure 2: Conceptual plan of the proposed subdivision

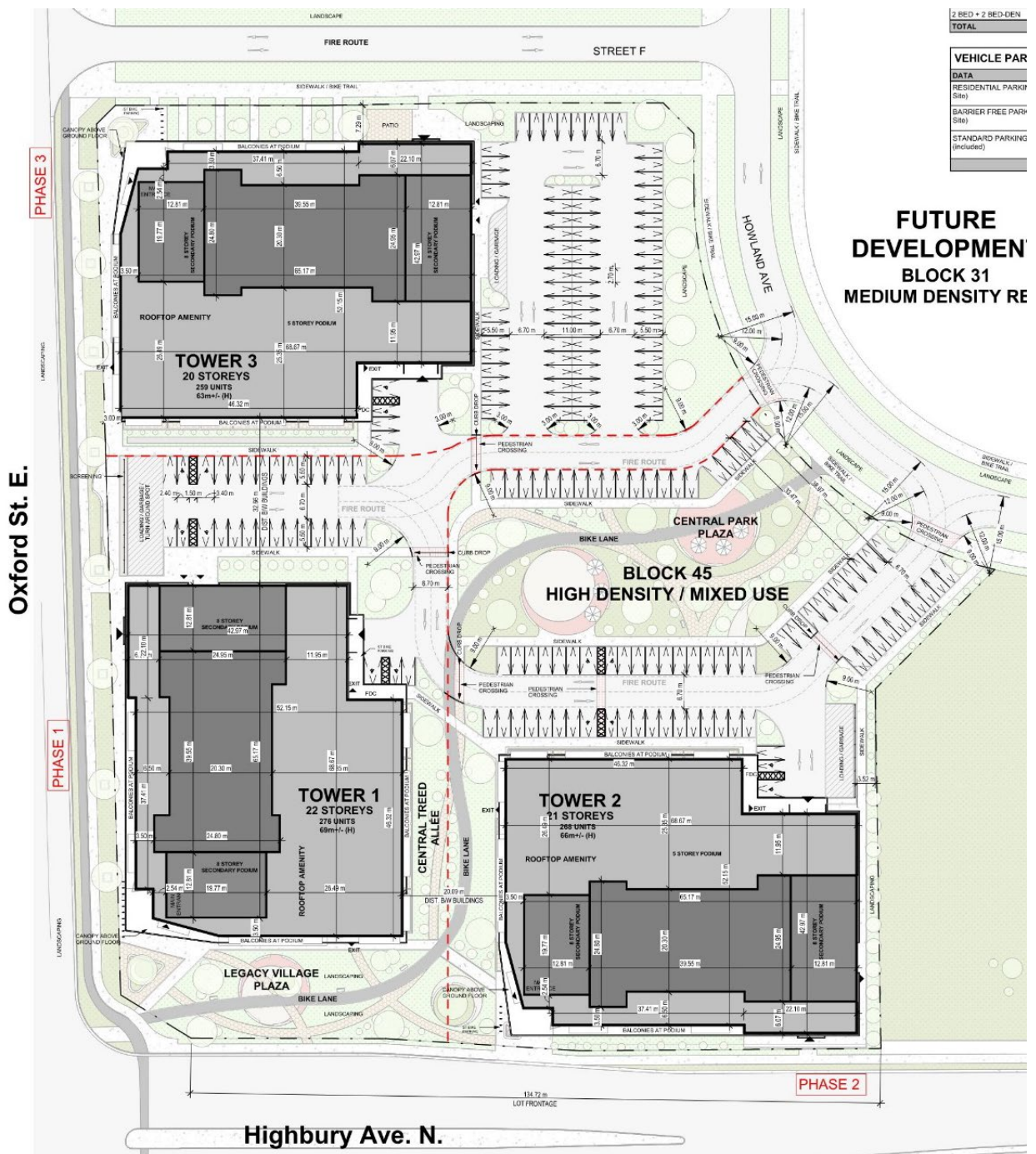


Figure 3: Previous Conceptual Plan of 20-22 Storey Towers on Block 16 at the Southeast Corner of Highbury Avenue North and Oxford Street East



Figure 4: Previous Conceptual Rendering of the 20-22 Storey Development for Block 16, looking northwest from corner of Howland Avenue and Street "A"

Note: The application has been revised since the renderings were prepared to request a maximum height of 32 storeys and 1,571 units on Block 16 (where 22 storeys, and 817 units would have been permitted through the previous application). No new renderings have been provided to date.

A high density, mixed-use, Transit Oriented Corridor is planned along the frontages of Highbury Avenue North and Oxford Street East. The highest density and heights are planned at the intersection of Highbury Avenue North and Oxford Street East, with heights transitioning down slightly to the east and south. This area is planned to be serviced by two rapid transit stations: a southern station at the main entrance to the current London Psychiatric Hospital lands, and a northern station at the intersection of Highbury Avenue North and Oxford Street East.

A Village Core is planned to act as a focal point for the proposed redevelopment and link the southern rapid transit station to the central heritage campus. This area is intended to be medium density in height with active commercial uses on the ground floor that serves the needs of the local community while also complementing the significant heritage resources including the Infirmary Building, Chapel, Recreation Hall and Treed Allée.

A primarily residential area is planned to surround the central heritage campus to the north, east and south. To the north medium and high-density residential uses are planned to transition from the Transit Oriented Corridor located along Oxford Street East. To the east and south, low and medium density residential uses are planned to be integrated with the cultural heritage buildings and landscapes.

A municipal park is planned along the eastern edge of the proposed development which will serve the existing community to the east as well as the planned new development on the subject lands. The parkland will be linked with the heritage protected Treed Allée to provide open space corridors through the entire site. A second Treed Allée will be developed at the north end providing a pedestrian spine through the development.

Based on discussions with staff, the applicant previously agreed to revise the proposed Draft Plan of Subdivision to remove all single detached lots and replace them with low/medium density residential blocks, consistent with The London Plan policies for lands within protected major transit station areas. The previous plan for a mix of 18 freehold houses and 12 cluster condominium houses was replaced with a low-medium density development block with zoning to permit up to 260 residential dwellings in the form of townhouses, stacked townhouses or mid-rise apartment buildings. By removing the single detached lots along the extension of Rushland Avenue, the proposed parkland block has been moved north to have frontage on two streets, and the medium density residential block to the south has been expanded. The alignment of the future extension to Spanner Street has been revised to allow for more flexibility in design of the medium density residential blocks in the southeast corner of the subject lands.

The currently proposed Draft Plan of Subdivision provides for one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) future develop block one, one (1) road widening, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

The Draft Plan incorporates the following key features:

- A mix of land uses and residential densities that will provide a more intensive scale of development that supports a compact urban form and transit services, as well as serving as a transition between low density development to the east;
- Residential development on a vacant lot that is within the Urban Growth Boundary, the Built Area Boundary, and the Primary Transit Area, helping to meet intensification targets set in The London Plan;
- Preservation of the cultural heritage features of the site, as well and the integration of reuse of these features within the subdivision; and,
- A modified grid street network, improving pedestrian, active transportation, and vehicle connectivity within the subdivision and to the adjacent lands and public transit.

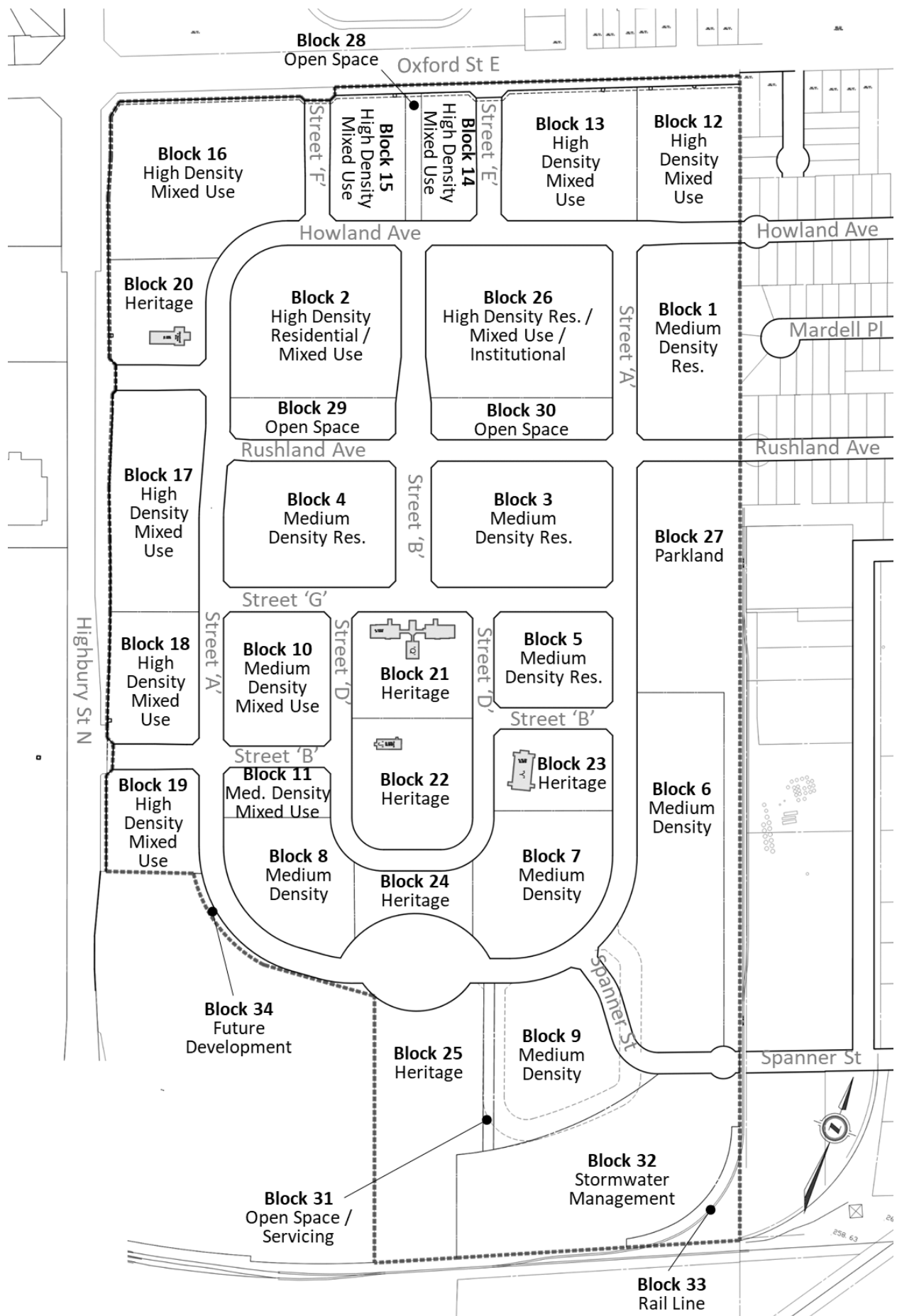


Figure 5: Annotated Excerpt from Proposed Draft Plan of Subdivision

2.2 Requested Official Plan Amendment

The requested Official Plan Amendment will facilitate the proposed increase in the maximum permitted height from 22 storeys to 32 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East as well as other moderate increases on blocks internal to the site. These amendments to the Secondary Plan would permit 2,650 dwelling units in addition to the approximately 5,750 that would have been permitted through the Official Plan Amendment No. 63 passed by Council on June 14, 2022 (OZ-9324). A more detailed description of the overall organization of the subject lands is included in Section 3.2 Requested Zoning By-Law Amendment.

Revisions to several sections and schedules of the LPH Secondary Plan are necessary to permit the increase in heights, including:

1. Amendments to Section 3.0 Character Area Land Use Designations and Schedule 4 – Building Height Plan to delete references to the “Upper Maximum Height” and “Standard Maximum Height” and replace with “Maximum Height”;
2. Amendments to Transit-Oriented Corridor in Section 3.0 Character Area Land Use Designations and Schedule 3 – Sub Area Designations to divide Policy Area 1 into Policy Areas 1A and 1B;
3. Amendments to Section 3.2 Framework of Heights, including Table 1 – Summary of Minimum and Maximum Permitted Heights by Designation, and Schedule 4 – Building Height Plan to redesignate the blocks (refer to Figure 5, above) and increase the Maximum Height as follows:
 - a. Transit-Oriented Corridor Policy Areas 1A (Block 16) from 22 storeys to 32 storeys,
 - b. Transit-Oriented Corridor Policy Areas 1B Blocks 13-15, & 17) from 22 storeys to 30 storeys,
 - c. Transit-Oriented Corridor Policy Area 2A (Blocks 18 & 19) from 12 storeys to 20 storeys;
 - d. Transit-Oriented Corridor Policy Area 2B (Block 12) from 12 storeys to 25 storeys;
 - e. Residential Policy Area 1B (Blocks 2 & 26) from 12 storeys to 20 storeys;
 - f. Residential Policy Area 1A (Blocks 1, 3 & 4) from 4 storeys to:
 - i. 4 storeys, or 8 storeys on lands located more than 80 metres from the Treed Allée (Street C);
 - ii. A maximum height of 12 storeys may be permitted within the western portion of Residential Policy Area 1A, adjacent to the Transit Oriented Corridor based on the recommendations of an accepted Heritage Impact Assessment to the satisfaction of the City; and
 - g. Village Core (Blocks 10 & 11) from 4 storeys to:
 - i. 4 storeys, or 8 storeys on lands located more than 60 metres from a Heritage (HER) Zone.

2.2.1 Other Minor Housekeeping Amendments

City Staff are also recommending minor amendments to the LPH Secondary Plan and The London Plan to permit the street layout in the draft plan of subdivision. The recommended amendments will recognize the outcome of more detailed studies by the property owner and discussions with the City staff.

Maps 1, 3 and 4 of The London Plan, and Schedules 1-9 of the LPH Secondary Plan are recommended to be amended to reflect the current street network and block fabric.

The northwest corner of the subject lands where the proposed extension to Howland Avenue meets Street "A" is now proposed to have a larger curve radii, instead of the previously proposed T intersection with an entrance to the adjacent development blocks. In the southeast corner a crescent has been removed, and the future extension to Spanner Street is proposed to extend up to meet Street 'A' directly instead.

Map 1 of The London Plan and Schedules 1-4 & 9 of the LPH Secondary Plan are proposed to be revised to shift the proposed municipal park north to the corner of the extension to Rushland Avenue and Street "A". The residential land use and Transit Village Place Type use on the south side of Rushland Avenue is proposed to be removed, and the residential land use and Transit Village Place Type to the south of the park is proposed to be expanded. An amendment is also proposed to correct a inconsistency between the text and schedule 4 in the LPH Secondary Plan and redesignate the lands east of the Treed Allée and south of Street 'A' from "2-4 Storeys" to 2-4+ Storeys".

Schedule 6 of the LPH Secondary Plan is proposed to be amended to show a realigned multi use pathway through the relocated parkland connecting to the extension to Rushland Avenue. The legend of Schedule 6 is proposed to be amended to relabel "Buffered Bike Lane" to "In-Boulevard Bike Lane" to permit greater flexibility in design of the cycling network. The "Active Transportation Connection" shown on Schedule 1 of the LPH Secondary Plan, and the "Cycling and Walking Routes" on Map 4 of The London Plan are also proposed to be amended to match the revised pedestrian and cycling network.

2.3 Requested Zoning By-Law Amendment

The requested Zoning By-law amendment will facilitate the proposed subdivision and the proposed zones have been grouped into separate sections as shown below.

2.3.1 Transit Oriented Corridor – Residential R9 (R9-7) Zones

For the lands within the Transit Oriented Corridor designation in the London Psychiatric Hospital Secondary Plan fronting Highbury Avenue North and Oxford Street East (Blocks 12-19) the applicant has proposed that they be rezoned to a variety of Holding Residential Special Provision R9 (R9-7) Zones.

The height provisions in the proposed zoning correspond to the maximum number of storeys recommended in the requested revisions to the LPH Secondary Plan. Generally, 105 metres would permit a 32-storey building, 98 metres would permit a 30 storey building, 82 metres would permit a 25 storey building, and 66 metres would permit a 20-storey building (assuming a 5m tall ground floor, and 3.2m tall upper floors). The different heights within the Transit Oriented Corridor are recommended to allow for efficient use of land within the Transit Village while providing transitions to lower density portions of the subject lands, and improving compatibility with the significant cultural heritage buildings and landscapes. The highest buildings (32 storeys) are proposed to be located at the corner of Highbury Avenue North and Oxford Street East, transitioning down to 30 storeys and then 20 storeys further south on Highbury Ave. N. at the entrance to the Village Core and the central heritage campus.

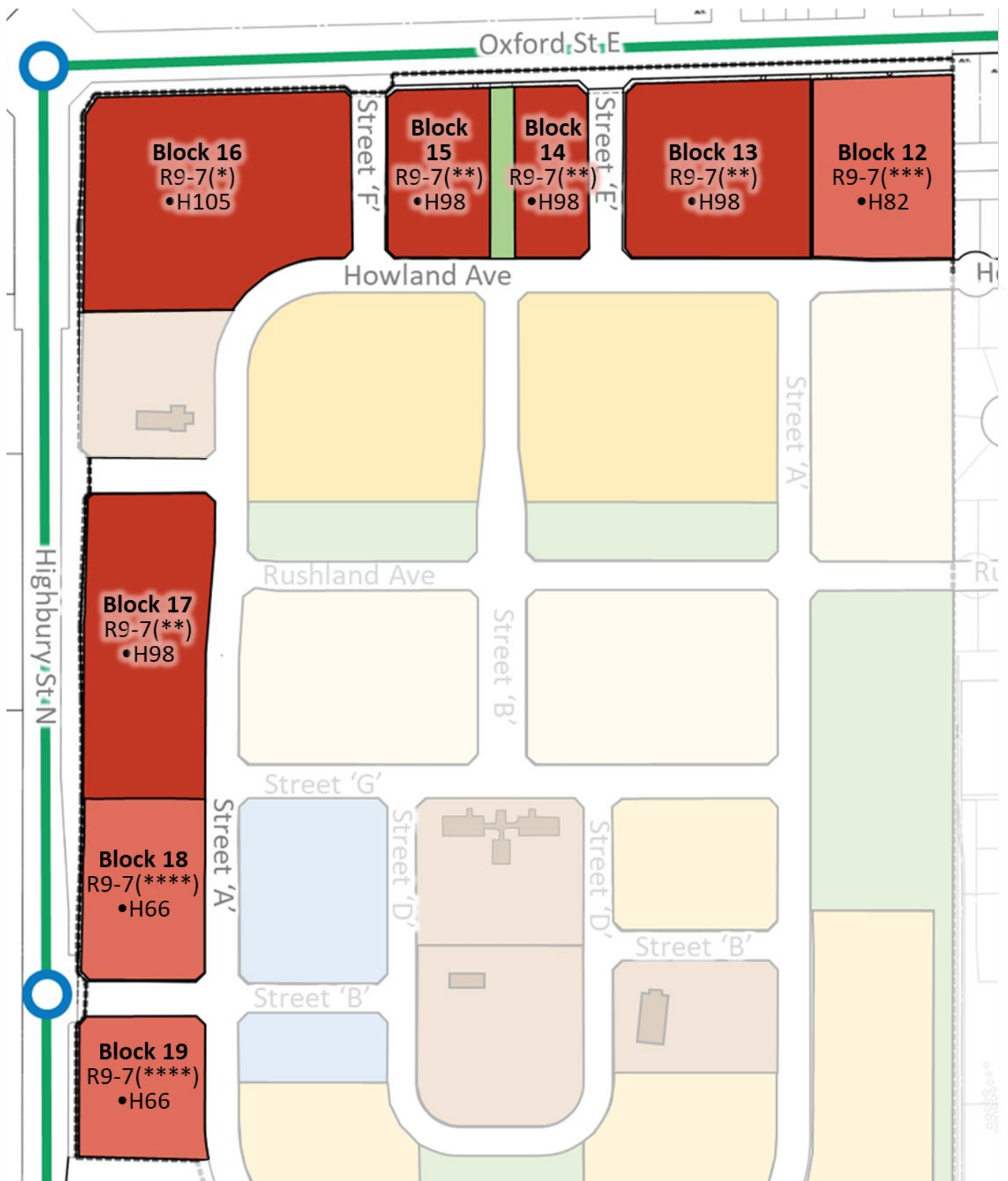


Figure 6: Recommended Zoning for Transit Oriented Corridor blocks

In previous versions of the applications the applicant had requested that the blocks within the Transit-Oriented Corridor permit the uses of the Business District Commercial (BDC) Zone variation within a mixed-use Apartment Building, and that active ground floor uses are required fronting Highbury Avenue North and Oxford Street East. The BDC Zone permits a broad range of commercial, office, recreational and community uses. To be consistent with the language of the Transit Station Area 4 (TSA4) Zone variation the following list of commercial uses are recommended to be permitted on the ground floor of mixed-use buildings. The permitted uses of the TSA4 Zone Variation are consistent with those of the BDC Zone with some minor changes or updates. Residential units are proposed to be restricted to the upper floors, as well as the rear, interior side yard, and exterior yards along Neighbourhood Connectors and Neighbourhood Streets of mixed use buildings.

Table 1: Permitted Uses for Residential R9 (R9-7) Zones within the Transit Oriented Corridor Policy Area

Section 13.2 Permitted Uses	Proposed R9-7(*/**/****/*****) Permitted Uses
<ul style="list-style-type: none"> a) Apartment buildings; b) Lodging house class 2; c) Senior citizens apartment buildings; d) Handicapped persons apartment buildings e) Continuum-of-care facilities. 	<p>Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:</p> <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas; x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels; xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xlii) Retail stores; xliii) Service and repair establishments; xliv) Studios; xlv) Supermarkets xlvi) Taverns; xlvii) Theatres; xlviii) Video rental establishments.

The applicant has also proposed other special provisions, including for height, density, lot coverage and setbacks for the site-specific variations of the R9-7 zone along the frontage of Highbury Avenue North and Oxford Street East. City Staff are recommending similar provisions that are based on the proposed provisions of the Transit Station Area 4 (TSA4) Zone variation. These provisions are generally similar or even more permissive than the requested special provisions.

Table 2: Regulations for Residential R9 (R9-7(*//**/**/**/**)) Zones**

Regulation	Required (R9-7)	Proposed R9-7(*/**/**/**/**/**)
Office Gross Floor Area (m ²) Maximum:	<i>n/a</i>	5,000
First Storey Height (m) Minimum:	<i>n/a</i>	4.0
Density (UPH) Minimum:	<i>n/a</i>	45
Height (m) Minimum:	<i>n/a</i>	Lesser of 3-storeys or 9 metres
Front & Exterior Side Yard Depth (m) Minimum:	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	1.0
Rear Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	The minimum required rear yard depth is 3.0 metres, or 1.0 metres where the rear lot line abuts a public street.
Interior Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0
Amenity Area (m ² per residential unit) Minimum:		6.0
Lot Coverage (%) Maximum:	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	60
Landscaped Open Space (%) Minimum:	30	30

In addition to the regulations above, several special provisions are recommended based on the proposed special provisions of the Transit Station Area 4 (TSA4) Zone variation. Many of these special provisions generally implement the urban design policies already in the LPH Secondary Plan and they will provide greater consistency between the zoning regulations for the London Psychiatric Hospital lands and other Transit Villages.

Table 3: Special Provisions for Residential R9 (R9-7(*//**/**/****)) Zones**

Regulation	Special Provision
Floor Area Ratio	For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
Rear And Interior Side Yard Depths Abutting a Residential Zone (Minimum)	6.0 metres plus 1.0 metre per 10.0 metres in height for all portions of a building above 6.0 metres in height where the zone variation abuts lands zoned Residential R1 or Residential R2.
Location of Parking	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities	Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery	Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that: <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

The four recommended R9-7 Zone variations within the Transit-Oriented Corridor Policy Area reflect four areas recommended for different heights and floor area ratios. The R9-7(*) Zone Variation is proposed for Block 16, the highest density and first phase of development, located at the southeast corner of Highbury Avenue North and Oxford Street East. The R9-7(**) Zone is recommended for Blocks 13-15 along Oxford Street East and Block 17 on Highbury Avenue North which are recommended to permit a maximum height of 30 storeys.

The R9-7(***) Zone Variation is recommended for Block 12 in the northeast corner of the Transit Village and the R9-7(****) Zone Variation Blocks 18 and 19 at the entrance to the Village Core and central heritage campus. Both of these areas are intended to act as transitions to adjacent lower height and density areas.

Table 4: Proposed Maximum Floor Area Ratios and Heights

Regulation	Required (R9-7)	Proposed R9-7(*)	Proposed R9-7(**)	Proposed R9-7(***)	Proposed R9-7(****)
Floor Area Ratio Maximum:	<i>n/a</i>	5.25	4.0	3.5	3.0
Building Height (m) Maximum:	<i>See Zone Map</i>	105	98	82	66
Density (UPH) Maximum:	<i>150</i>	None	None	None	None

Staff are recommending that Floor Area Ratio be used to control the density of developments instead of identifying a maximum number of units per hectare within PMTSAs. This measurement allows for more flexibility between commercial and residential uses and directly measures the size and volume of buildings on a property, whereas factors such as unit sizes can significantly change the units per hectare for very similar looking buildings.

The discussions with the applicant, the Floor Area Ratios (FAR) recommended for these blocks approximately correlate to, or exceed, the densities requested by the applicant in the July 19, 2024 revised submission. The 5.25 FAR for Block 16 would permit an approximate density of 600 units per hectare based on the concept plans submitted by the applicant, or 1,540 residential units on the block. The increase in possible density on Block 16 would potentially allow for greater lot coverage and an additional tower on the block than was shown on the previously submitted concept plans.

To reflect current market trends FARs have been applied to the subject lands which allows for modest increase in the possible number of units on the remaining blocks in the Transit Oriented Corridor. A 4.0 FAR is recommended for the other 30 storey blocks (which would permit an approximate density of 440 units per hectare). It is noted that through the Zoning for PMTSAs staff are recommending higher FARs for other Transit Villages; however, the context of the heritage designated landscapes and the vision of the Secondary Plan need to be considered on the subject lands. A key feature of the LPH Secondary Plan is the heritage designated Treed Allée and ring road around the central heritage campus. The Secondary Plan envisions that the tree canopy will be expanded on the subject lands through future development. To provide space for possible tree planting compensation and the lot coverage of 100% and a FAR of 6.5 proposed for other Transit Village PMTSAs is not deemed to be appropriate within the LPH Secondary Plan. The proposed FARs for the LPH Secondary Plan will permit a significant increase in the density and number of residential units that can be created on the subject lands.

Block 12 abuts lands within the Neighbourhoods Place Type with single detached dwellings and the Rapid Transit Corridor Place Type. The adjacent lots fronting on to Oxford Street East are within the Rapid Transit Corridor and would permit a maximum height of 25 storeys or 82 metres under the proposed Transit Station Area 1 Zone. To match the height in the lands to the east, a maximum height of 66 metres (25 storeys) is proposed with a maximum FAR of 3.5. This is anticipated to permit an approximate density of 390 units per hectare.

A maximum height of 20 storeys or 66 metres and 3.0 FAR is recommended for Blocks 18 and 19 to act as a transition between the highest density areas and adjacent lower density areas. Block 12 was previously planned to permit 16 storeys, and the recommended zoning would permit four extra storeys and a significant increase in density, while still providing a transition to the lower heights and densities planned on the Rapid Transit Corridor to the east.

The recommended 20 storeys or 66 metres is height would allow for significant development at the rapid transit station. Furthermore, Block 18 is impacted by an emergency communications line-of-sight pathway. The proposed maximum height would permit 20 storey building with a 4.5 metre tall ground floor, and 3 metres tall floors above. This would limit development to at or below the communications pathway. It is recommended that further studies be undertaken to at the Site Plan stage to confirm that there are no negative impacts of the communications corridor. Significant density can still be achieved on the site through additional towers.

2.3.2 Village Core & High Density Mixed-Use - Residential R5/R9 and R8 Zones

Two other areas within the subject lands, identified as the Village Core and Residential Policy Area 1B in the LPH Secondary Plan, are recommended as areas which can accommodate additional heights in a manner that is complimentary to the overall LPH Secondary Plan area. Both identified areas act as transitions between the high-density Transit-Oriented Corridors on Highbury Avenue North and Oxford Street East, and the lower density residential areas surrounding the central heritage campus.

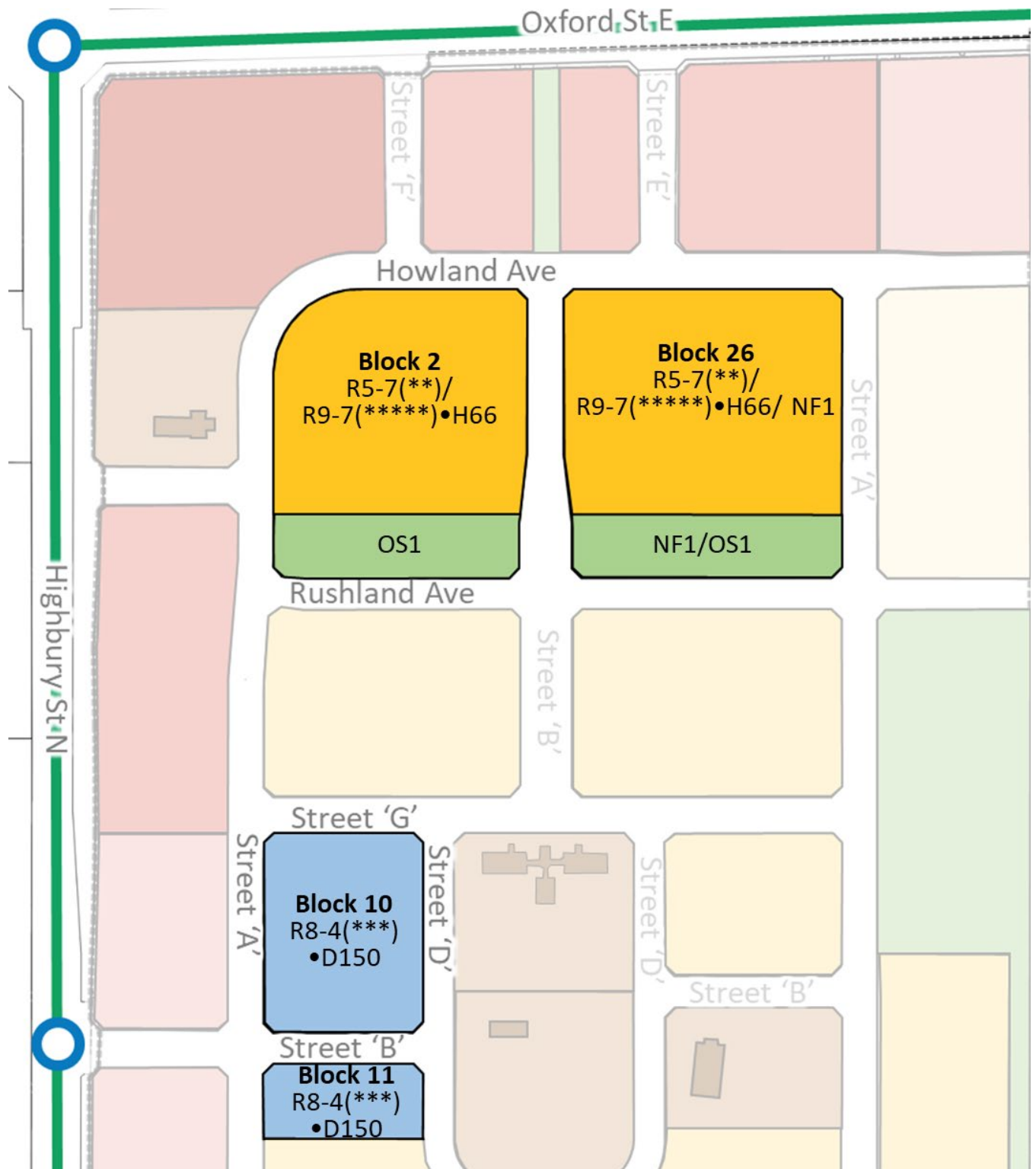


Figure 7: Recommended Zoning for the Village Core & High Density Mixed-Use Blocks

The village core, between the southern rapid transit station and the central heritage campus is proposed to be a medium density mix-use area with active commercial uses along the main entrance to the former psychiatric hospital. The area is proposed to be zoned a Residential R8 (R8-4(***)) Zone which permits residential and mixed-use buildings with wide range of commercial uses permitted on the ground floor of apartment buildings. Heights are proposed to transition from a maximum of 8 storeys on the western half to 4 storeys on the eastern half adjacent to the heritage blocks.

The lands within the Residential Policy Area 1B in the LPH Secondary Plan (Blocks 2 & 26), between of the proposed extensions to Howland Avenue and Rushland Avenue, are proposed to be zoned as Residential R5/R9 Special Provision (R5-7(**)/R9-7(*****) Zones. The R9-7(*****) zone is proposed to permit residential and mixed-use buildings with wide range of commercial uses permitted on the ground floor of apartment buildings. The zoning for Block 26, is proposed to be compounded with a Neighbourhood facility (NF1) Zone to also permit uses such as an elementary school and day care centre.

The following tables identify the special provisions that have been proposed by the applicant and are recommended by City Staff for site-specific variations of the R5-7 and R9-7 zones to be applied to Blocks 2 and 26.

Table 5: Special Provisions for Residential R5 (R5-7() Zone in the Residential Policy Area 1B**

Regulation (R5-7)	Required	Proposed R5-7(**) (Blocks 2 & 26)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0m
Density - units per hectare (minimum)	<i>n/a</i>	45
Density - units per hectare (maximum)	60	75
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5 metres

Table 6: Special Provisions for Residential R9 (R9-7(***) Zone in the Residential Policy Area 1B**

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
Permitted Uses	<ul style="list-style-type: none"> a) Apartment buildings; b) Lodging house class 2; c) Senior citizens apartment buildings; d) Handicapped persons apartment buildings e) Continuum-of-care facilities. 	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped persons apartment buildings; c) Lodging house class 2; d) Senior citizens apartment buildings; e) Continuum-of-care facilities. f) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and Continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor: <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas;

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
		<ul style="list-style-type: none"> x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels; xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xlii) Retail stores; xliii) Service and repair establishments; xliv) Studios; xlv) Supermarkets; xlvi) Taverns; xlvii) Theatres; xlviii) Video rental establishments.
First Storey Height (m) Minimum:	n/a	4.0
Height (m) Minimum	n/a	The lesser of 3-storeys or 9.0 metres
Height (m) Maximum	See Zone Map	66
Density (UPH) Minimum	n/a	45
Density (UPH) Maximum	150	None
Floor Area Ratio Maximum	n/a	3.0

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
Front & Exterior Side Yard Depth (m) Minimum	8.0 metres (arterial) or 6.0 metres (collector / local street), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	2.0
Rear Yard Depth (m) Minimum	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0
Interior Side Yard Depth (m) Minimum	1.2 metres (3.9 feet) metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0
Amenity Area (m ² per residential unit) Minimum:	n/a	6.0
Location of Parking	n/a	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities		Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery		Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that: <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

The following tables identify the special provisions that have been proposed by the applicant and are recommended by City Staff for site-specific variation of the R8-4 zone to be applied to Blocks 10 and 11.

Table 7: Special Provisions for Residential R8 (R8-4(*) Zone in the Village Core**

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
Permitted Uses	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped person's apartment buildings; c) Lodging house class 2; d) Stacked townhousing; e) Senior citizen apartment buildings; f) Emergency care establishments; g) Continuum-of-care facilities 	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped persons apartment buildings; c) Lodging house class 2; d) Stacked townhousing; e) Senior citizens apartment buildings; f) Emergency care establishments; g) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, and emergency care establishments with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor: <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan Workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas; x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels;

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
		xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xlii) Retail stores; xlili) Service and repair establishments; xliv) Studios; xlv) Supermarkets; xlvi) Taverns; xlvii) Theatres; xlviii) Video rental establishments.
First Storey Height (m) Minimum:	<i>n/a</i>	4.0
Height (m) Minimum	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres
Height (m) Maximum	13 metres	15.0 A maximum height of 30.0 metres is permitted for buildings located more than 60 metres from a Heritage (HER) Zone.
Density (UPH) Maximum:	75	150
Front & Exterior Side Yard Depth (m) Minimum:	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	2.0
Rear Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	3.0
Interior Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	3.0

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
Amenity Area (m ² per residential unit) Minimum:	n/a	6.0
Location of Parking	n/a	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities		Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery		<p>Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:</p> <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

2.3.3 Low/Medium Density Residential Policy Areas

The areas to the north, east and south of the central heritage campus are primarily intended to be developed for medium density residential uses. These areas are intended to allow for mid-rise infill development in a manner that is complimentary to the surrounding cultural heritage buildings and landscapes.

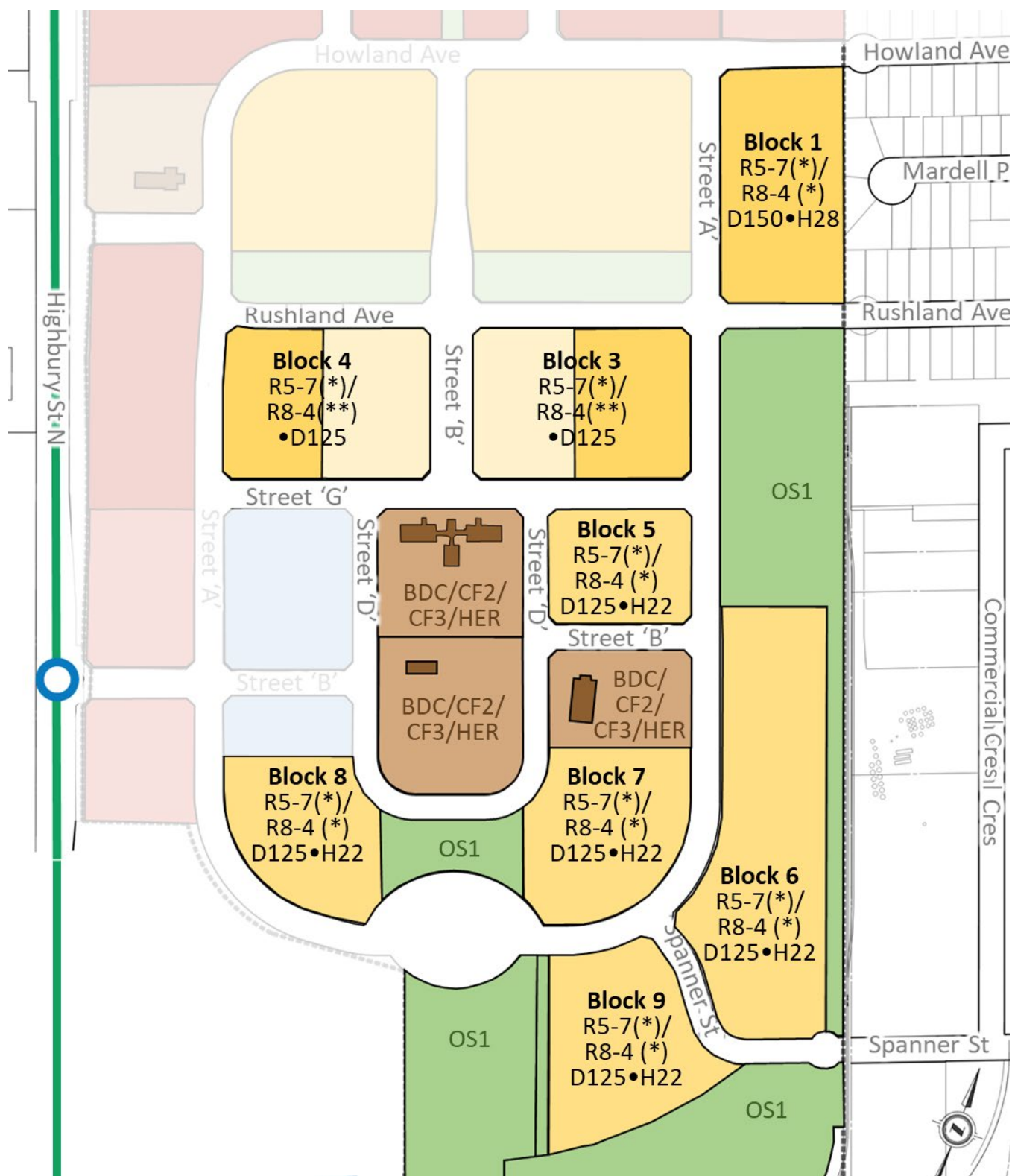


Figure 8: Recommended Zoning for Low/Medium Density Residential Blocks

The applicant requested and staff are recommending that a Residential R5/R8 (R5-7(*)/R8-4(*) Zone be applied to Blocks 1, and 5-9, and that a Residential R5/R8 (R5-7(*)/R8-4(**) Zone be applied to Blocks 3 and 4. The R8 Zone clearly identifies that these blocks will be developed with a mid-rise character compared to the higher density blocks to the west and north.

The Residential R5 Zone is intended to permit the development of medium density townhouses and stacked townhouses in a cluster format.

Table 8: Special Provisions for Residential R5 (R5-7(*)) Zone for Townhouses

Regulation (R5-7)	Required	Proposed R5-7(*) (Blocks 1, 3-9)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres
Height (maximum)	12 metres	<i>no change</i>
Density - units per hectare (minimum)	<i>n/a</i>	30
Density - units per hectare (maximum)	60	75
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5 metres

The Residential R8 Zone provides for and regulates medium density development in the form of low rise apartment buildings.

Table 9: Special Provisions for Residential R8 (R8-4(*) and R8-4()) Zone**

Regulation (R8-4)	Required	Proposed R8-4(*) (Blocks 1, 5-9)	Proposed R8-4(**) (Blocks 3-4)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres	The lesser of 2-storeys or 8.0 metres
Height (maximum)	13 metres	See Zone Map	15 metres, or 30 metres on the portion of the lands located more than 80 metres away from the Treed Allée (Street C).
Density - units per hectare (minimum)	<i>n/a</i>	30	30
Density - units per hectare (maximum)	75	See Zone Map	125
Front & Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	4.5 metres	4.5 metres

2.3.4 Adaptive Reuse of Heritage Buildings

There are several significant cultural heritage buildings that have been designated under Part IV of the *Ontario Heritage Act*. The designated buildings are the Infirmary Building, Recreation Hall, and Chapel of Hope which for the central heritage campus (Blocks, and the Horse Stable which is located along Highbury Avenue North. In order to conserve these cultural heritage resources, blocks in the subdivision have been proposed for each of the heritage designated buildings which are proposed to be rezoned to the Heritage (HER) Zone. The Heritage Zone permits uses identified in the accompanying compound zone. Additions in the front and exterior side yards are prohibited, and replacement structures must be of the same height, volume, floor area, general form, mass and external design as the original building or structure.

The HER Zones are proposed to be accompanied by the Business District Commercial (BDC) and Community Facility (CF2/CF3) Zones. The BDC Zone permits a mix of retail, restaurant, neighbourhood facility, office and residential uses including grocery stores, personal services, financial institutions, libraries and day care centres. The CF2/CF3 Zones permit institutional type uses which provide a city-wide or community service function. The CF2 Zone permits a range of recreation and community uses including public recreation buildings, places of worship, elementary and secondary schools, day care centres and libraries. The CF3 Zone permits a range of health care related uses including: nursing homes; continuum-of-care facilities for seniors; and rest homes; as well as clinics, medical/dental offices and personal service establishments associated with the main permitted use.

2.3.5 Open Space

The Open Space (OS1) Zone is proposed to be applied to several areas of land within the proposed development including cultural heritage landscapes, public parkland, and stormwater management facilities.

The OS1 Zone is proposed to be applied to the Treed Allée designated under Part IV of the *Ontario Heritage Act* as a significant cultural heritage landscape. The Treed Allée extends south from the central heritage campus to the southern limit of the subject lands, and is intended to allow for the long term protection of the tree lined pathways. An east-west portion of the Treed Allée, which is also protected as a significant cultural heritage landscape, located to the north of the central heritage campus is also proposed to be rezoned to the OS1 Zone. The eastern portion of this OS1 Zone is proposed to be compounded with a Neighbourhood Facility (NF1) Zone, and could also be used as open space for a possible elementary school if the adjacent block is developed for that use.

The OS1 Zone is also applied to a planned northern extension to the Treed Allée near Oxford Street East, and a large municipal park along the eastern edge of the subject lands. These areas are planned to be used as public parkland with active and passive recreational uses.

The OS1 Zone is also proposed to be applied to blocks in the southeast limit of the subject lands to be used for stormwater management.

2.3.6 Holding Provisions

The applicant has requested amendments to the Z.-1 Zoning By-law to create several site specific holding provisions to facilitate the proposed development. City staff have worked to reduce a number of these related to urban design, and include direction to the Site Plan Approval Authority to consider the applicable urban design policies. Staff have also worked to consolidate the holding provisions related to noise and vibration, and rail safety. The applicant and staff are recommending that a new holding provision be applied to blocks potentially impacted by noise and vibration impacts from the nearby industrial uses to be consistent with the policies of the LHP Secondary Plan and to clearly convey that further study is required before development can proceed on these blocks. Staff are also recommending that one holding provision related to the provision

of adequate municipal services be applied to the site to ensure that development proceeds in an orderly manner. In addition, a holding provision requiring further study of the emergency communication line-of-sight path has been recommended to be applied to Block 18 at the time of site plan approval

The recommended holding provisions are listed below:

- h-80: To ensure the orderly development of lands and the adequate provision of municipal services, the “h-80” shall not be removed until full municipal services are available to the site:
 - to be applied to Blocks 1-15, 17-19, and 21-26;
- h-240: Purpose: to ensure that the Municipal Emergency Communication System is functional and uninterrupted, the holding symbol shall not be deleted until subsequent studies determine no impacts exist or mitigation measures are identified and mutually agreed upon by the City and developer. Permitted Interim Uses: Permitted uses within existing buildings.
 - To be applied to Block 18
- h-*: To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-*" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.
 - to be applied to Blocks 1-11, 19, 21-23, 26, & 30.

2.4 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 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 the Official Plan and Zoning By-law Amendments are consistent with the general intent and purpose of The London Plan, it is staff’s opinion that the application is consistent with the Planning Act and the PPS.

The London Plan, 2016

The London Plan constitutes the Official Plan for the City of London, prepared and enacted under the authority of the provisions of Part III of the Planning Act, R.S.O. 1990, c. P. 13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

The subject lands are located within the Transit Village Place Type on Map 1 – Land Use which permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses and encourages mixed-use buildings. Transit Villages are intended to be second only to the Downtown in terms of the mix of uses and intensity of development that is permitted. They are intended to be major mixed-use destinations with centrally located rapid transit stations which will form focal points to the Transit Village neighbourhood.

All Transit Villages in The London Plan are classified as a Protected Major Transit Station Area (PMTSA), as defined by the *Planning Act*. The collective minimum density that is planned to be accommodated is specified, as will as minimum densities for

individual buildings and sites. Transit Village PMTSAs permit a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses. Mixed-use buildings are also encouraged.

The subject lands are also identified on Map 7 – Specific Policy Areas as within the London Psychiatric Hospital Secondary Plan.

London Psychiatric Hospital Secondary Plan

The purpose of the London Psychiatric Hospital Secondary Plan (LPH Secondary Plan) is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed-use development, heritage conservation, rapid transit support, walkability and high quality urban design.

The LPH Secondary Plan and its policies constitute part of The London Plan; however, the Secondary Plan provides a greater level of detail than the general policies in The London Plan.

The community structure of the LPH Secondary Plan is organised around several key elements. The north-south central Treed Allée which is designated as a Cultural Heritage Landscape, and the central heritage campus including the historic Infirmary Building, Chapel of Hope, and Recreation Hall. Views of the heritage Treed Allée and central campus are to be protected with the placement of public roads and limiting the height of development to mid-rise buildings.

Another key element of the LPH Secondary Plan is the adjacent rapid transit corridor along Highbury Avenue North and Oxford Street East, and the rapid transit stations at the intersections of Highbury Avenue North with the existing entrance to the hospital lands and Oxford Street East. These areas are designated as a Transit Oriented Corridor in the Secondary Plan and are intended to be developed as pedestrian oriented major transit hubs with increased densities and a mix of uses to support the use of rapid transit. Maximum heights of up to 22 storeys are permitted in areas near to the intersection of Highbury Avenue North and Oxford Street East, transitioning down to a maximum of 16 and 12 storeys to the east and south.

The central heritage campus is intended to be connected to the Transit Oriented Development along Highbury Avenue North by a mixed-use mid-rise village core. It is intended that this area will provide a range of uses to meet the daily needs of residents and be integrated with the surrounding cultural heritage landscaped and buildings. This area will act as a transition between the high-density development within the Transit Oriented Corridor on Highbury Avenue North and the primarily mid-rise residential development in the southern and eastern portions of the Secondary Plan area.

2.5 Community Engagement

2.5.1 Public Engagement

On March 10, 2021, Notice of Application was sent to 110 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 11. A “Planning Application” sign was also placed on the site. On April 22, 2022, a Notice of Revised Application related to the associated Official Plan Amendment was sent to 115 property owners and residents in the surrounding area. On January 19, 2023, a Notice of Revised Application for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. On May 21, 2024, a Notice of Revised Application and Notice of Public Meeting for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area.

There were seven 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:

- Concerns by the adjacent industrial uses regarding the encroachment of sensitive residential land uses in the southeast corner of the secondary plan, and the limitations that this would place on the operation of the industrial uses. Requested that holding provisions be applied requiring completion of Noise and Vibration Study and implementation of mitigation measures.
- Concern from a member of the public that a majority of the site would be developed as single detached dwellings and other low density uses.
- Inquiries were received from other members of the public seeking more information about the proposed development.

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

2.5.2 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:

- Urban Design was supportive of the revised zoning by-law amendment and draft plan of subdivision which replaced single detached lots and realigned the future extension of Spanner Street;
- Supportive of the site specific special provisions provided the development comply with the Urban Design Policies and Guidelines of the London Psychiatric Hospital Secondary Plan;
- Emergency Communications identified that multiple point-to-point communication relays cross the subject lands, and would prohibit heights of 22 storeys on the central and southern portions of the subject lands. This concern has been addressed through the recommended heights in the zoning and the application of a holding provision requiring further study once a development concept is available;
- Engineering have no objection to the proposed applications provided appropriate holding provisions are applied to ensure adequate municipal services are available prior to development of blocks within later phases of the development; and
- Engineering identified several minor amendments that are required to the associated draft plan of subdivision.

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

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 including streets, sewers, stormwater management facilities and parkland.

4.0 Key Issues and Considerations

4.1 Land Use

The submitted zoning by-law amendment is proposing to change the land use of the subject lands from a hospital / institutional use to a mix of land uses that support residential development in appropriate locations while protecting important cultural heritage features. The proposed zoning by-law amendment is consistent with the general intent and purpose of the LPH Secondary Plan and the Transit Village Place Type in The London Plan. The proposed land uses in different areas of the subject lands are discussed below:

Transit Oriented Corridors and Nodes

Proposed to permit high density residential apartment buildings with a wide range of commercial and small-scale office uses permitted on the lower floors of mixed-use buildings. The applicant is proposing to use a new Site Specific Residential R9 Zone which also permits the uses of the Business District Commercial (BDC) Zone within mixed-use buildings. The BDC Zone permits a wide range of commercial, and community uses including grocery stores, retail stores, restaurants, offices, day care centres, personal services, libraries, financial institutions, etc. The proposed zoning would prohibit standalone low density commercial uses which would not make efficient use of land adjacent to the planned east leg of the bus rapid transit system. The proposed zoning requires that buildings located adjacent to Oxford Street East and Highbury Avenue North include active ground floor uses facing these streets such as commercial / retail uses, offices, and lobbies for residential apartments.

Village Core

The Village Core Designation is located half-way between Dundas Street and Oxford Street East, within the western portion of the Secondary Plan Area. This Area is to be the main focal point for neighbourhood level services and permits a broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses. The Applicant has proposed a new Site Specific Residential R8 Special Provision Zone for this Area which permits the uses of the Business District Commercial (BDC) Zone within mixed-use apartment buildings. Similar to the Site Specific Zones proposed in the Transit Oriented Corridors and Nodes, the proposed zoning would prohibit standalone low density commercial uses which would not make efficient use of land. Active ground floor uses are required as a part of the zoning, to contribute to street-oriented, mixed-use development.

Residential Area

The Residential Area is intended to support an urban housing stock, with height and intensity generally increasing with greater distance from the central cultural heritage landscape. Site-specific Residential R5, R8 and R9 Zones are proposed for Residential Policy Area. The R5 Zone permits cluster townhouses and cluster stacked townhouses, while the R8 and R9 Zones permit apartment buildings, stacked townhouses, lodging houses, and special population's accommodations. The R9-7 Zone proposed for the northern portion of the Residential Policy Area is also proposed to permit the uses of the BDC Zone within mixed use buildings. The permitted uses within the proposed zones align the permitted uses identified in the LPH Secondary Plan for these areas.

Heritage and Open Space

The Heritage Area Designation includes the cultural heritage landscape, as well as the individual heritage buildings and their landscape settings, that are to be conserved. Restoration and sensitive adaptation of significant heritage buildings for contemporary uses is encouraged. This Area is intended to be used for passive recreational uses and programmable events.

The Heritage (HER) Zone, Community Facility (CF2/CF3), and Business District Commercial (BDC) Zone are proposed for the Blocks within the proposed Draft Plan of Subdivision that would include cultural heritage buildings and the landscape settings. The HER Zone allows for the protection of the cultural heritage features, and is permitted to be compounded with other zones, only to the extent of identifying permitted uses. Compounding the HER zone with the Community Facility and Business District Commercial Zones allows for a mix of neighbourhood level services and residential uses in a manner sensitive to the restored heritage buildings. This meets the intent of the Heritage Area Designation of the LPH Secondary Plan. The Central Allée is proposed to be zoned Open Space OS1 to protect the cultural heritage landscape and allow for passive recreational uses. Public parkland and stormwater management Blocks are also proposed to be zoned Open Space OS1.

The Official Plan Amendment will amend the land use schedules of The London Plan and LPH Secondary Plan to allow the proposed municipal park to be moved north to the extension of Rushland Avenue. The residential designation and transit village place type to the south Rushland Avenue, is recommended to be replaced with an expanded residential designation and transit village place type to the south of the park. This allows the parkland to have frontage on two future municipal streets, and for a larger medium density residential block adjacent to the existing industrial uses with more flexibility to design any required noise attenuation measures.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage transit-supportive development through residential intensification (PPS 1.1.3.3), an efficient use of land (PPS 1.1.3.2) and a diversified mix of uses (PPS 1.1.1).

The proposed intensity conforms with the policies of the London Psychiatric Hospital Secondary Plan, the Transit Village Place Type in The London Plan and contributes to the intensification target within the Primary Transit Area and Built Area Boundary (TLP 81).

Residential Dwelling Units

The proposed zoning by-law amendment implements the vision in The London Plan and the London Psychiatric Hospital Secondary Plan (LPHSP) for a high density, mixed-use, transit-oriented neighbourhood. The official plan amendment will add approximately **2,650 new residential dwelling units** to the 5,750 units that were approved through the 2022 amendment to the LPH Secondary Plan (OZ-9324). The amendments and draft plan of subdivision will permit an approximate **total of 8,400 new residential dwelling units** on the former London Psychiatric Hospital lands comprised of medium to high rise apartment / mixed-use buildings and townhouse dwellings.

The majority of the new units are proposed to be located along the northern and western edges of the subject lands in areas that are best served by the planned bus rapid transit stations. Blocks fronting on to Highbury Avenue North and Oxford Street East as well as other blocks close to Oxford Street East are proposed to have maximum permitted heights of between 20 and 32 storeys.

The central, southern, and eastern portions of the subject lands are proposed to be primarily medium density with maximums of 4 to 8 storeys. Development in these areas is proposed to be medium density to integrate with the surrounding cultural heritage resources and provide a transition to the existing low-density development to the east.

The proposed development would have an overall residential density of approximately 150 units per hectare (uph) when including all lands within the proposed draft plan of subdivision, including the central heritage campus, Treed Allée and large municipal parkland. When excluding these lands, the overall density rises to approximately 200 uph within the Transit Village Place Type. The proposed densities are consistent with the general intent and purpose of the Protected Major Transit Station Area policies in The London Plan, and the minimum density policies in the LPH Secondary Plan. When considering the current employment uses on the west side of Highbury Avenue North, and potential for further development in that area within the Transit Village Place Type, it is possible that the collective density will increase in the future subject to the availability of adequate infrastructure.

Transportation

The development is proposed to be supportive of multiple modes of transportation including public transit, cycling, and walking. The proposed applications encourage mixed-use developments which can help reduce the need to travel long distances by car to get to work, commercial and recreational areas. The areas with the greatest permitted heights and densities are those which are proposed to be immediately adjacent to the under construction rapid transit route. City staff have worked with the

property owner to make sure the development plans are coordinated with the Rapid Transit East London Link along Highbury Avenue North and Oxford Street East. An extensive cycling and pedestrian network is proposed throughout the subject lands to connect with surrounding existing and planned infrastructure. Due to these features, it is hoped that the transportation mode share for active transportation and public transit will be significant and will reduce the amount of personal vehicle traffic generated by the proposed development.

Servicing

City staff have worked with the applicant to coordinate the required municipal water, sanitary and stormwater upgrades for this development with the ongoing construction for the Rapid Transit East London Link.

Engineering divisions have no objections to the proposed official plan and zoning by-law amendments. Staff have worked with the applicant on appropriate conditions of draft plan approval and have recommended holding provisions to ensure adequate servicing is available. Due to the implementation of Floor Area Ratio which can allow varying number of residential units depending on the size of the units, the engineering divisions have asked that holding provisions be applied to ensure adequate servicing is available prior to development. The h-80 holding provision is recommended to ensure orderly development and the adequate provision of municipal services, including the completion of the regional stormwater management facility and the sanitary outlet prior to development proceeding. Through discussions with the applicant, the h-80 is proposed to be applied to development blocks within all phases except for first phase (Block 16).

4.3 Form

The recommended official plan and zoning by-law amendments permit a range of medium to high density residential development types, some in a mixed-use form, as well as a range of commercial and recreational uses. The proposed development is consistent with the form policies of the LPH Secondary Plan and the Transit Village Place Type in The London Plan.

The proposed development is pedestrian, cycling and transit-supportive through the design of buildings as well as the Transit Village as a whole. The proposed zoning by-law amendment requires mixed use buildings and active ground floor uses in appropriate locations with direct pedestrian access to transit stations and cycling routes (TLP 814_3, 814_4). The proposed draft plan of subdivision has been designed to ensure a high quality pedestrian environment through the use of alternative road cross sections, extensions to the cycling and sidewalk networks, and the extension to the north-south pathway network within the heritage protected Treed Allée (TLP 814_6). The subject lands are exempt from the minimum parking standards in the Zoning By-Law and special provisions are recommended to allow for increased lot coverage and landscaped open space to encourage parking to be located underground or within integrated parking structures (TLP 814_11).

The recommended zoning provisions include reduced front and exterior side yard setbacks to allow buildings and uses closer to the sidewalk and to help create a high quality pedestrian environment (TLP 814_6). More specific policies regarding building location, massing and orientation are included in the LPH Secondary Plan (Section 5.0). The staff recommendation includes direction to the Site Plan Approval Authority to implement the urban design policies of the LPH Secondary Plan through the site plan approvals process.

The proposed zoning by-law amendment follows the vision of the LPH Secondary Plan which directs the tallest buildings to the northern and western edges of the subject lands, and mid-rise building around the significant cultural heritage resources located centrally on the subject lands. Through discussions with the applicant, the draft plan of subdivision has been revised to remove proposed single detached dwellings and realign the proposed streets to the north of the Infirmary building to maintain views, and allow for complimentary development to the heritage buildings. Staff are supportive of the

currently proposed mid-rise townhouse or apartment buildings of up to 4 storeys to the north of the Infirmary Building which allow for efficient use of land while also respecting the cultural heritage resources. Further to the northeast and northwest of the infirmary building, the proposed zoning would permit heights of up to 8 storeys to act as a transition down from the Transit Oriented Corridor.

Based on discussions with the applicant, the street and lot fabric in the southeast corner of the subject lands has also been revised to remove possible single detached dwellings which would have backed on to Treed Allée, a significant cultural heritage landscape. The applicant is currently proposed zoning to permit mid-rise 6 storey residential apartment buildings and townhouses adjacent to the Treed Allée. The City initiated Official Plan Amendment will updated Schedule 4 Building Heights Plan to correct a discrepancy between the text and the schedule of the LPH Secondary Plan. The amendment clarifies that an upper maximum height of 6 storeys is permitted along the future extension of Spanner Street. At the site plan stage of development, staff will work with the property owner to ensure that the proposed development is integrated with the adjacent cultural heritage landscapes.

A future extension of Spanner Street has also been provided for to improve connectivity to the lands to east in the future. Due to concerns about the mixing of residential and industrial traffic, Spanner Street is currently proposed to terminate at the CN Spur Rail Line along the eastern boundary of the subject lands while allowing for a possible pedestrian and cycling connection. The possibility to turn Spanner Street into a through street will be reassessed in the future as the area changes and develops. The recommended official plan amendment will allow for a more efficient alignment of Spanner Street with larger, more flexible medium density residential blocks. These blocks will allow for greater flexibility to implement any required noise attenuation, and to ensure development compliments and is integrated with the adjacent cultural heritage landscapes and buildings.

Staff have identified a concern about the increasing heights adjacent to the heritage designated Horse Barn on Highbury Avenue North. It is acknowledged that the surrounding blocks will be developed in a high-rise format; however, it is staff's opinion that the requested density can be accommodated on the large development blocks without the need to locate 30 storey towers immediately adjacent to the Horse Barn. Staff are recommending that the height, setbacks, and podium step backs of buildings adjacent to the Heritage (HER) Zone, be assessed as part of a Heritage Impact Assessment to be required as part of Site Plan Approval.

4.4 Noise and Vibration

To the east of the subject lands is an area along Commercial Crescent and First Street designated as a Light Industrial Place Type in The London Plan and within the Light Industrial (LI1) Zone. Industrial areas in the City are generally classified into several different types, including Heavy Industrial where industries that generate significant planning impacts, such as noise, vibration, air emissions, hazardous materials, and unsightly outdoor storage, will be permitted. The London Plan envisions that Heavy Industrial Place Types will be physically separated from other land uses to avoid land use conflicts and allow them to operate effectively. The Light Industrial Place Type generally permits industries which generate more minimal planning impacts such as noise, vibration and air emissions.

The Light Industrial (LI1) Zone permits bakeries; laboratories; warehouses; wholesale establishments; printing, reproduction, and data processing industries; and business support establishments. The LI1 Zone also permits manufacturing and assembly industries which permits a broad range of manufacturing, fabricating and assembly industries, but excludes paper and allied products industries, food, tobacco and beverage processing, processed goods industries, raw materials processing industries, primary metals industries, waste treatment industries, armaments, munitions and explosive manufacturing industries, and any obnoxious use.

Despite the Light Industrial Place Type and Light Industrial Zoning, several existing heavy industrial uses operate in this area and produce significant noise and/or vibration impacts on the surrounding lands. Existing land uses are permitted to continue operating if they were legally existing prior to the passing of the Zoning By-Law. The City has received communications from two property owners in the area requesting that adequate noise and vibration attenuation measures be implemented to protect public health and allow for the continued operation of the existing industrial uses.

The applicant has prepared a Noise and Vibration Study which assessed impacts from road, rail, commercial and industrial facilities surrounding the proposed development. No significant vibration impacts were detected as part of the investigation, however, a significant industrial noise source at 539 Commercial Crescent was identified based on measures recorded on the subject lands.

As part of the proposal to attenuate the noise impacts, a medium density residential block is proposed to be constructed which would act as a noise barrier between the industrial uses to the east and the residential uses proposed on the subject lands. The medium density residential building would be constructed to only have stairwells, storage / mechanical rooms, garages, and other non-habitable spaces facing the industrial uses. All balconies, bedrooms, and other habitable rooms would face towards the west.

The proposed development is anticipated to develop in several phases. The phases impacted by the potential noise impacts are in the third and fourth phases of the proposed development. Due to the anticipated long timeline for development, detailed conceptual plans are not available for blocks in the later phases of the subdivision. As part of the application process, the applicant proposed a new site-specific holding provision requiring an updated Noise and Vibration Impact Study and implementation of the recommended attenuation measures for the blocks potentially impacted by the adjacent industrial uses. This will allow earlier phases of the development to proceed and allow for impacts to be assessed on the later phases closer to the start of development.

Staff are recommending that a revised general holding provision be applied which will require a detailed assessment of noise and vibration impacts from all surrounding land uses and transportation sources and implementation of noise attenuation measures. This language is broader than the existing h-65 holding provision for noise which only considers impacts from transportation uses, and could be considered for use as a new standard holding provision for noise and vibration studies as part of the City's Holding Provision Review. The applicant has indicated they are supportive of the proposed language for the holding provision.

To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-65" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.

4.5 Emergency Communications

There are two line-of-sight corridors for the Municipal Emergency Communication System which pass over the subject lands. One is over the southern portion of the development and is not impacted as these lands are planned for a maximum height of 6 storeys. One corridor passes over Block 18 however, within the Transit Oriented Corridor designation in the Secondary Plan which is recommended to permit buildings of up to 20 storeys or 66 metres. These heights have the potential to impact the emergency communications line-of-sight. The h-240 holding provision is recommended to be applied which will require further study to demonstrate no impacts exist or mitigation measures are identified and mutually agreed upon by the City and developer.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision are consistent with the general intent and purpose of The London Plan and London Psychiatric Hospital Secondary Plan which encourage infill and intensification, the provision of a range and mix of dwelling types, which is compatible with the significant cultural heritage resources on the subject lands. Concerns regarding land use compatibility with adjacent existing industrial uses will be addressed through the application of holding provisions and conditions to the draft plan of subdivision. Holding provisions will be applied to address concerns regarding the orderly development of the lands and to ensure that adequate municipal services are available when each block develops. Other concerns related to the design of specific development blocks will be addressed through Site Plan Approval as part of future applications once more detailed designs are available.

Prepared by: Michael Clark
Planner, Subdivision Planning

Prepared by: Alison Curtis, MCIP, RPP
Planner, Subdivision Planning

Reviewed by: Bruce Pace
Manager, Subdivision Planning

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

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

cc: Peter Kavcic, Manager, Subdivisions and Development Inspections
Michael Harrison, Manager, Subdivision Engineering
Britt O'Hagan, Manager, Current Development
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. Z.-1-_____

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to an area of land located at 850 Highbury Avenue North.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in Schedule “1” through Schedule “12”, 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.
3. This by-law comes into effect on the day it is passed subject to this provisions of PART VI.1 of the Municipal Act, 2001.

PASSED in Open Council on October 15, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

- 1) To amend London Plan Map 1 – Place Types to change the land use designation FROM Transit Village and Green Space Place Types to Transit Village and Green Space Place Types as indicated on the attached Schedule “1”;
- 2) To amend London Plan Map 3 – Street Classifications to MODIFY the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan as indicated on the attached Schedule “2”;
- 3) To amend London Plan Map 4 – Active Mobility Network to MODIFY the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan as indicated on the attached Schedule “3”;
- 4) To amend London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to AMEND the Transit-Oriented Corridor Policy Area 1 and DIVIDE into Transit-Oriented Policy Area 1A for the corner of Highbury Avenue North and Oxford Street East and Policy 1B for the rest of the former Policy Area 1.
- 5) To amend London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to REMOVE references to the “Upper Maximum Height” and “Standard Maximum Height” and REPLACE with “Maximum Height”;
- 6) To amend London Psychiatric Hospital Secondary Plan Section 3.2, including Table 1 – Summary of Maximum and Minimum Permitted Heights by Designation to increase the permitted heights as follows:
 - a. Transit-Oriented Corridor Policy Area 1A FROM a Maximum of 22 storeys a TO a Maximum of 32 storeys;
 - b. Transit-Oriented Corridor Policy Area 1B FROM a Maximum of 22 storeys a TO a Maximum of 30 storeys;
 - c. Transit-Oriented Corridor Policy Area 2A FROM a Maximum of 12 storeys a TO Maximum of 20 storeys;
 - d. Transit-Oriented Corridor Policy Area 2B FROM a Maximum of 12 storeys a TO Maximum of 25 storeys;
 - e. Residential Policy Area 1A FROM a Maximum of 4 storeys a TO a Maximum of 8 storeys on lands located more than 80 metres from the Treed Allée along Street C;
 - f. Residential Policy Area 1B FROM a Maximum of 12 storeys a TO Maximum of 20 storeys; and
 - g. Village Core FROM a Maximum of 4 storeys TO Maximum of a Maximum of 8 storeys on lands located more than 60 metres from a heritage designation.
- 7) To amend London Psychiatric Hospital Secondary Plan Section 3.2 to revise the Built Form and Intensity policies for the western portion of Residential Policy Area 1A to permit heights up to 12 storeys adjacent to

the Transit Oriented Corridor Designation subject to the recommendations of a Heritage Impact Assessment acceptable to the City.

- 8) To amend London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan to MODIFY the street network; MODIFY the Active Transportation Connection; and change the land use FROM Lowrise-Midrise and Open Space TO Lowrise-Midrise and Open Space as indicated on the attached Schedule “4”;
- 9) To amend London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas to MODIFY the street network; and change the land use FROM Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “5”;
- 10) To amend London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations as follows:
 - a. to modify the street network;
 - b. to amend the sub area designations for Blocks 6 & 27 FROM Residential Policy Area 1A and Open Space Policy Area 1 TO Residential Policy Area 2 and Open Space Policy Area 1;
 - c. to amend the sub area designations for Blocks 13-15 FROM Transit-Oriented Corridor Policy Area 1 TO Transit-Oriented Corridor Policy Area 1B.
 - d. to amend the sub area designations for Block 16 FROM Transit-Oriented Corridor Policy Area 1 TO Transit-Oriented Corridor Policy Area 1A.
 - e. to amend the sub area designations for Blocks 17 and 18 FROM Transit-Oriented Corridor Policy Area 2B TO Transit-Oriented Corridor Policy Areas 1B & 2A.as indicated on the attached Schedule “6”;
- 11) To amend London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan as follows:
 - a. to MODIFY the street network;
 - b. to amend all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation WITH the Maximum Height;
 - c. to amend the maximum height for Block 16 FROM 22 Storeys TO 32 Storeys;
 - d. to amend the maximum height for Blocks 13-15 and 17 FROM 16 and 22 Storeys TO 30 Storeys;
 - e. to amend the maximum height for Block 12 FROM 16 Storeys TO 25 Storeys;
 - f. to amend the maximum height for Blocks 18 and 19 FROM 12 and 16 Storeys TO 20 Storeys;
 - g. to amend the maximum height for Blocks 2 and 26 FROM 12 Storeys TO 20 Storeys; and,
 - h. to amend the maximum height for the western portions of Blocks 10 and 11 FROM 4 Storeys TO 8 Storeys;

- i. to amend the maximum height for Block 1, the eastern portion of Block 3, and the western portion of Block 4 FROM 4 Storeys TO 8 Storeys.

as indicated on the attached Schedule “7”;

- 12) To amend London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan to MODIFY the Neighbourhood Streets and Neighbourhood Connectors as indicated on the attached Schedule “8”;
- 13) To amend London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network to MODIFY the street network; relabel FROM Buffered Bike Lane TO In-Boulevard Bike Lane and MODIFY the In-Boulevard Bike Lane and Multi-Use Pathway as indicated on the attached Schedule “9”;
- 14) To amend London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework to MODIFY the street and block fabric as indicated on the attached Schedule “10”;
- 15) To amend London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities to MODIFY the Priority View Terminus, street and block fabric as indicated on the attached Schedule “11”; and
- 16) To amend London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area to MODIFY the street network; and change the land use FROM Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “12”.

B. LOCATION OF THIS AMENDMENT

The subject lands are lands of the former London Psychiatric Hospital located on the east side of Highbury Avenue North, south side of Oxford Street East, north of the CP Rail Line, and the CP Rail Spur Line as shown on Schedule “13”.

C. BASIS OF THE AMENDMENT

The subject lands are located within the Transit Village Place Type on The London Plan Map 1 – Land Use which permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses and encourages mixed-use buildings. Transit Villages are intended to be second only to the Downtown in terms of the mix of uses and intensity of development that is permitted. They are intended to be major mixed-use destinations with centrally located rapid transit stations which will form focal points to the Transit Village neighbourhood.

The purpose of the London Psychiatric Hospital Secondary Plan (LPH Secondary Plan) is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed-use development, heritage conservation, rapid transit support, walkability and high quality urban design.

An amended LPH Secondary Plan that would allow mixed-use low, medium and high-density development with a mix of residential, commercial, heritage, community and other uses on the lands consistent with the vision for a Transit Village in The London Plan was passed by Council on June 14, 2022. Through the continued review of the applications for Zoning By-Law Amendment and Draft Plan of Subdivision, several minor revisions to the LPH Secondary Plan were identified to reflect the latest layout and design of the proposed development.

D. THE AMENDMENT

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

- 1) The London Plan Map 1 – Place Types is amended by redesignating a portion of the London Psychiatric Hospital Secondary Plan area from FROM Transit Village and Green Space Place Types to Transit Village and Green Space Place Types as indicated on the attached Schedule “1”;
- 2) The London Plan Map 3 – Street Classifications is amended by modifying the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan area as indicated on the attached Schedule “2”;
- 3) The London Plan Map 4 – Active Mobility Network is amended by modifying the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan area as indicated on the attached Schedule “3”;
- 4) London Psychiatric Hospital Secondary Plan Section 3.2 – Framework of Heights is amended by deleting Table 1 - Summary of Minimum and Maximum Permitted Heights by Designation and its notes and replacing them with:

Designation	Policy Area	Minimum Height (storeys or m)	Maximum Height (storeys)
Transit Oriented Corridor	1A	3 storeys or 9m	32
	1B	3 storeys or 9m	30
	2A	3 storeys or 9m	20
	2B	3 storeys or 9m	25
Village Core	n/a	2 storeys or 8m	See Section 3.3
Residential Area	1A	2 storeys or 8m	See Section 3.5.1
	1B	3 storeys or 9m	20
	2	2 storeys or 8m	6

Notes:

1 – The heights shown on this table will not necessarily be permitted on all sites within the relevant designations of this Secondary Plan.

2 – The Maximum height may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the criteria specified in the policies for the designation have been met.

3 – Transit Oriented Policy Areas 3 & 4, and Residential Policy Area 3 are not currently subject to this table. Appropriate minimum and maximum heights should be considered and added to this table through a future amendment to this secondary plan.

- 5) London Psychiatric Hospital Secondary Plan Section 3.3 – Village Core Designation iv) is amended by deleting b) and replacing it with the following:
 - b) The maximum permitted heights shall be up to 8 storeys on the western half and 4 storeys on the eastern half of the designation; and the minimum permitted heights shall be 2 storeys

or 8 metres, as identified in Schedule 4 and Table 1 of this Plan. The proposed development will provide a transition between the heritage area surrounding the Infirmary building and the higher-rise built form along Highbury Avenue North.

- 6) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity i) Intent is amended by adding the following:

The Transit-Oriented Corridor Policy Area 1 – Highest Intensity is further divided into two sub areas, as shown on Schedule 3 of this Plan:

- a) Policy Area 1A: lands located at the southeast corner of Highbury Avenue North and Oxford Street East
- b) Policy Area 1B: lands located on the south side of Oxford Street East close to the northern extension to the Treed Allée, and on the east side of Highbury Avenue North located to the south of the heritage designated Horse Barn.

- 7) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity iii) Built Form and Intensity is amended by deleting a) in its entirety and replacing it with the following:

a) The maximum and minimum heights the maximum permitted heights within Policy Area 1 are as shown on Schedule 4 and Table 1 of this Plan:

- 1. Within the Transit-Oriented Corridor Policy Area 1A the maximum permitted heights shall be 32 storeys, and the minimum permitted heights shall be 3 storeys; and
- 2. Within the Transit-Oriented Corridor Policy Area 1B the maximum permitted heights shall be 30 storeys, and the minimum permitted heights shall be 3 storeys.

- 8) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity iii) b) is amended by deleting “Heights exceeding 15 storeys, up to 22 storeys” with “Within the Transit-Oriented Corridor Policy Area 1A, heights up to 32 storeys; and within Policy Area 1B, heights up to 30 storeys”;

- 9) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise i) Intent b) is amended by deleting “lands to the north of the main Highbury Avenue North entrance, as well as the”;

- 10) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise iii) Built Form and Intensity a) is amended by replacing “8 storeys” with “20 storeys” in (1) and replacing “12 storeys” with “25 storeys” in (2)

- 11) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise iii) Built Form and Intensity b) is amended by replacing: “heights exceeding 8 storeys up to 12 storeys; and within Policy Area 2B, heights exceeding 12 storeys up to 16 storeys” with “heights up to 20 storeys; and within Policy Area 2B, heights up to 25 storeys”.

- 12) London Psychiatric Hospital Secondary Plan Section 3.5.1 – Residential Policy Area 1 – North Residential Neighbourhood iii) Built Form and Intensity is amended by:
- a. deleting a) in its entirety and replacing it with:

The maximum permitted and minimum permitted heights within Policy Area 1, as shown on Schedule 4 and Table 1 of this Plan, shall be:

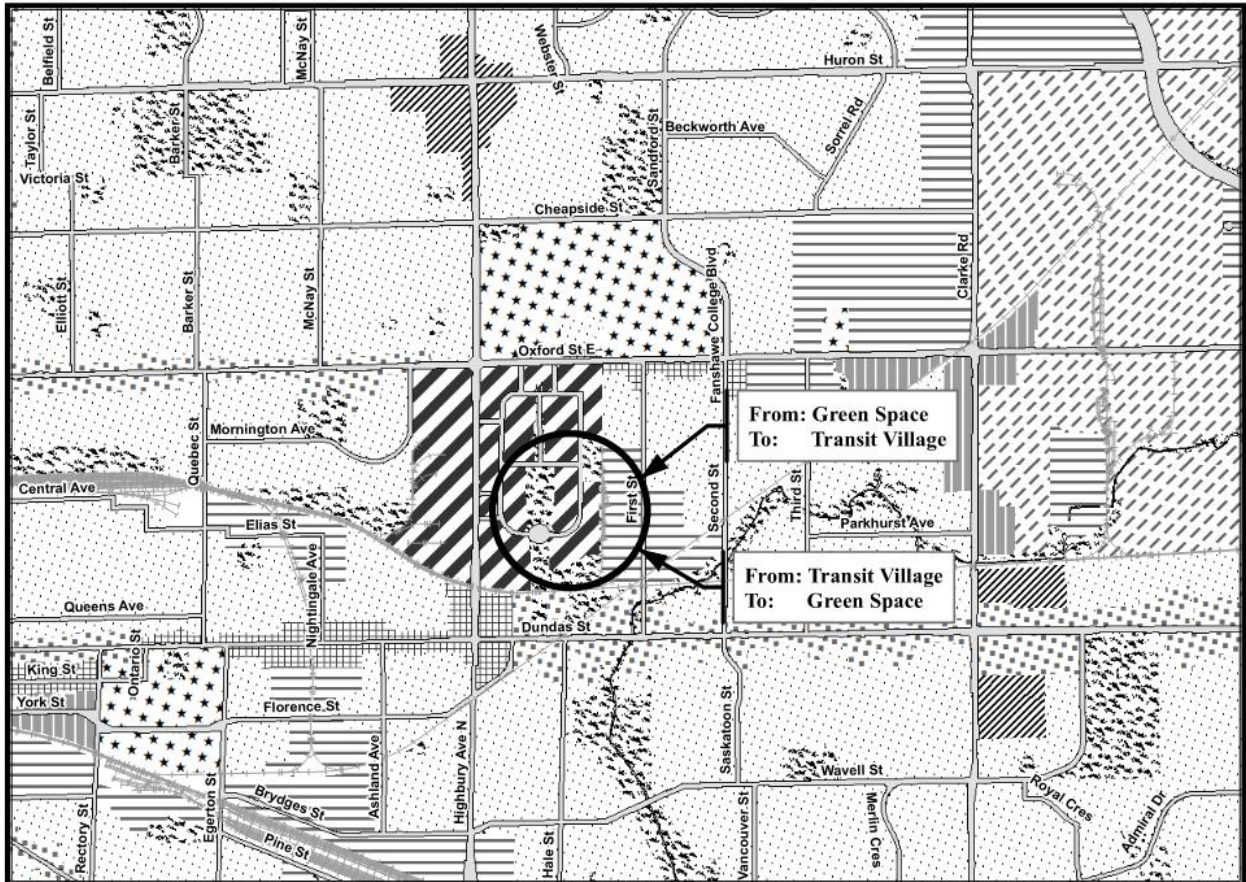
 1. Within the Residential Policy Area 1A the maximum permitted heights shall be 4 storeys on lands within 80 metres of the Treed Allée along Street C or 8 storeys on all other lands, and the minimum permitted heights shall be 2 storeys; and
 2. Within the residential Policy Area 1B the maximum permitted heights shall be 20 storeys, and the minimum permitted heights shall be 3 storeys
 - b. amending b) to delete “exceeding 8 storeys” and replace “12 storeys” with “20 storeys”.
- 13) London Psychiatric Hospital Secondary Plan Section 3.5.2 – Residential Policy Area 2 – South Neighbourhood iii) Built Form and Intensity is amended by:
- a. deleting a) in its entirety and replacing it with:

The maximum permitted heights shall be 6 storeys and minimum permitted heights shall be 2 storeys within Policy Area 2 as shown on Schedule 4 and Table 1 of this Plan.:
 - b. amending b) to delete “exceeding 4 storeys”.
- 14) London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan is amended by modifying the street network, modifying the Active Transportation Connection, and redesignating a portion of the subject lands from Lowrise-Midrise and Open Space to Lowrise-Midrise and Open Space as indicated on the attached Schedule “4”;
- 15) London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas is amended by modifying the street network; and redesignating a portion of the subject lands from Residential and Open Space to Residential and Open Space as indicated on the attached Schedule “5”;
- 16) London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations is amended by:
- a. modifying the street network;
 - b. redesignating the sub area designations for Blocks 6 and 27 from Residential Policy Area 1A and Open Space Policy Area 1 to Residential Policy Area 2 and Open Space Policy Area 1;
 - c. redesignating the sub area designations for Block 16 from Transit-Oriented Corridor Policy Area 1 to Transit-Oriented Corridor Policy Area 1A.
 - d. redesignating the sub area designations for Blocks 13-15, and 17 from Transit-Oriented Corridor Policy Area 1 to Transit-Oriented Corridor Policy Area 1B;

- e. redesignating the sub area designations for Blocks 17 and 18 from Transit-Oriented Corridor Policy Areas 2B to Transit-Oriented Corridor Policy Areas 1B & 2A;
- as indicated on the attached Schedule “6”;
- 17) London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan is amended by:
- a. modifying the street network;
 - b. replacing all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation with the Maximum Height;
 - c. redesignating Block 7 from 2-4 Storeys and Open Space TO 2-6 Storeys and Open Space;
 - d. redesignating Block 16 from 3-22 Storeys to 3-32 Storeys;
 - e. redesignating Blocks 13-15 & 17 from 3-16 and 3-22 Storeys to 3-30 Storeys;
 - f. redesignating Block 12 from 3-16 Storeys to 3-25 Storeys;
 - g. redesignating Blocks 18 & 19 from 3-12 and 3-16 Storeys to 3-20 Storeys;
 - h. redesignating the western portions of Blocks 10 and 11 from 2-4 Storeys to 2-8 Storeys;
 - i. redesignating Block 1, the western portion of Block 3, the eastern portion of block 4 from 2-4 Storeys to 2-8 Storeys;
- as indicated on the attached Schedule “7”;
- 18) London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan is amended by modifying the Neighbourhood Streets and Neighbourhood Connectors as indicated on the attached Schedule “8”;
- 19) London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network is amended by modifying the street network; renaming Buffered Bike Lane as In-Boulevard Bike Lane, and modifying the In-Boulevard Bike Lane and Multi-Use Pathway as indicated on the attached Schedule “9”;
- 20) London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework is amended by modifying the street and block fabric as indicated on the attached Schedule “10”;
- 21) London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities is amended by modifying the Priority View Terminus, street and block fabric as indicated on the attached Schedule “11”; and
- 22) London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area is amended by modifying the street network; and redesignating a portion of the subject lands from Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “12”.

Schedule "1"

AMENDMENT NO:



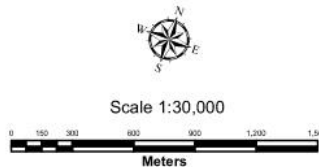
Legend

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

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

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

PREPARED BY: Planning & Development

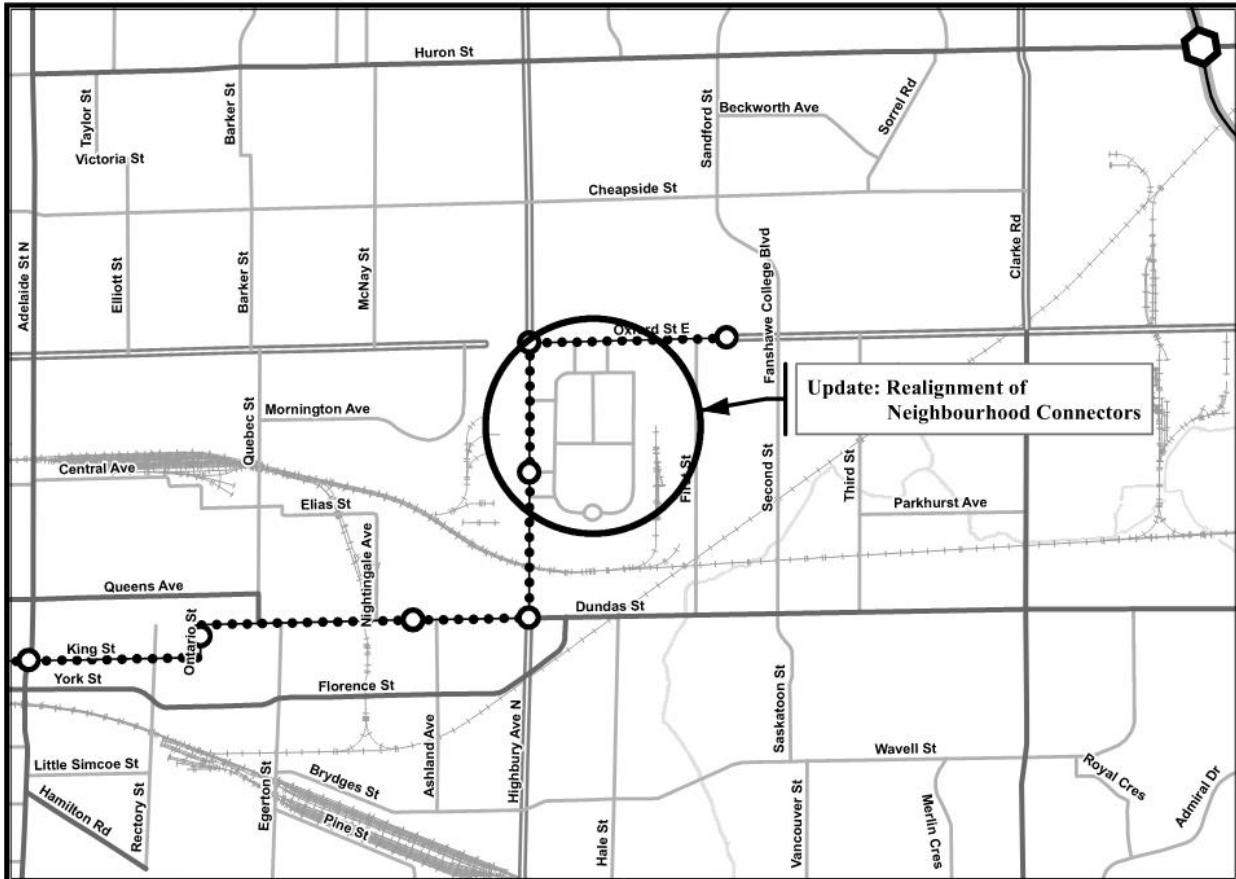


FILE NUMBER: O-9735
PLANNER: MC
TECHNICIAN: RC
DATE: 6/18/2024

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Schedule "2"

AMENDMENT NO:



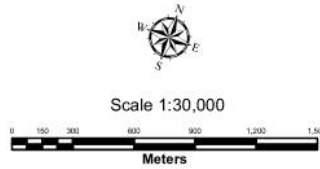
Legend

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

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

SCHEDULE 2
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9735

PLANNER: MC

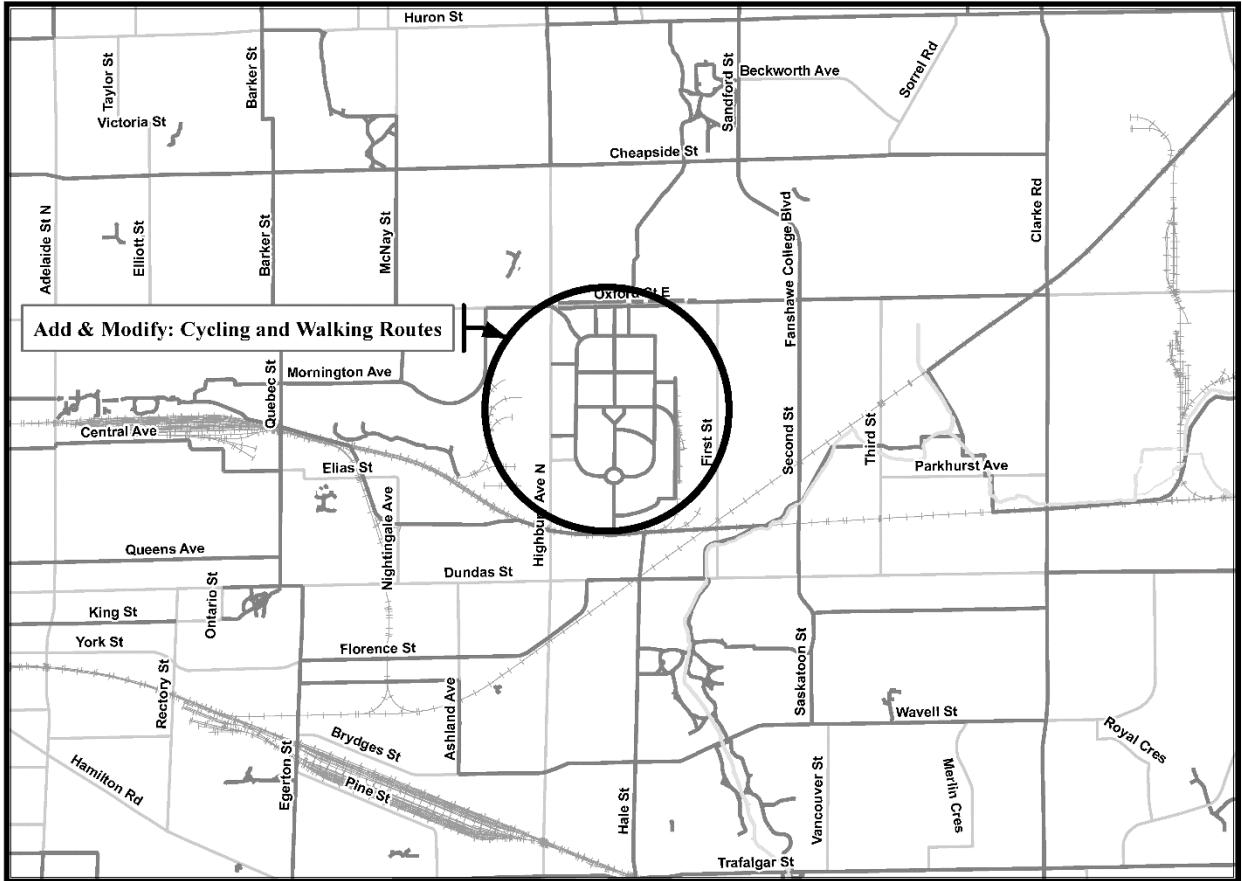
TECHNICIAN: RC

DATE: 6/19/2024



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Schedule "3"


AMENDMENT NO:




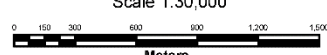
ACTIVE MOBILITY NETWORK

-  Thames Valley Parkway
-  Cycling and Walking Routes

Base Map Features

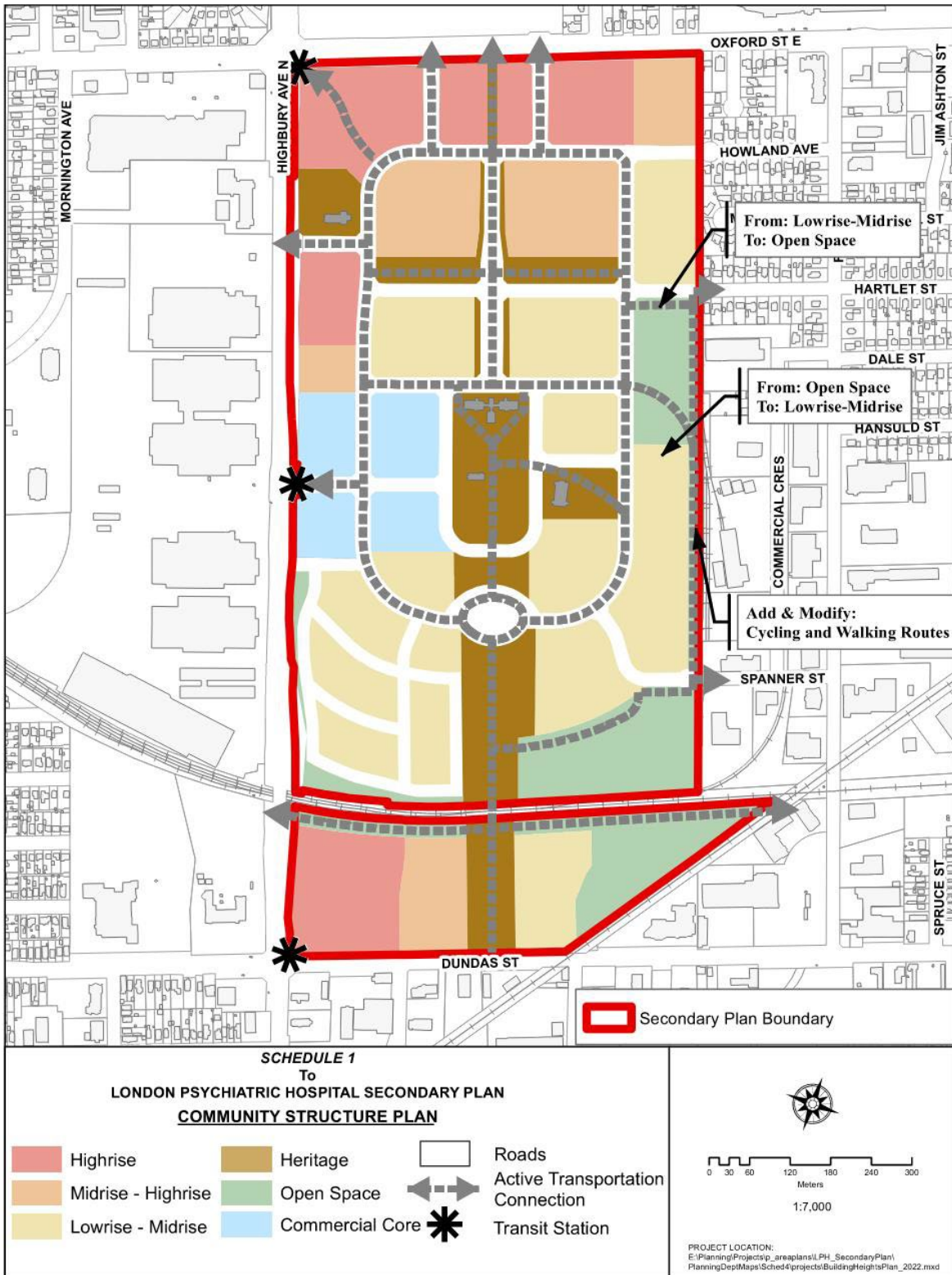
-  Railways
-  Water
-  Streets (see Map 3)

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

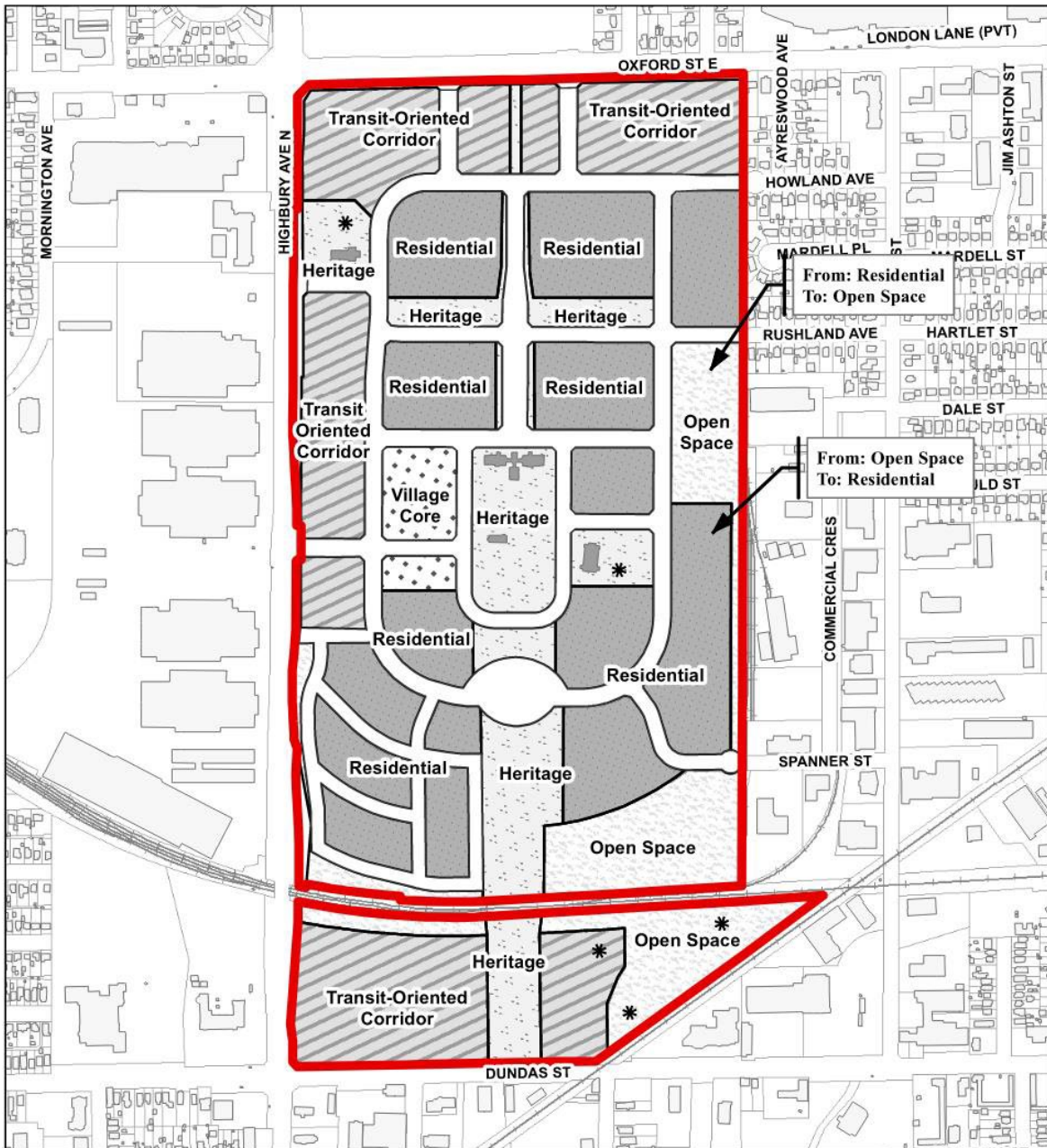
<p align="center">SCHEDULE 3 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p align="center">  Scale 1:30,000  Meters </p>	<p>FILE NUMBER: O-9735</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 6/25/2024</p>
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Schedule "4"



Schedule "5"



SCHEDULE 2
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

Secondary Plan Boundary

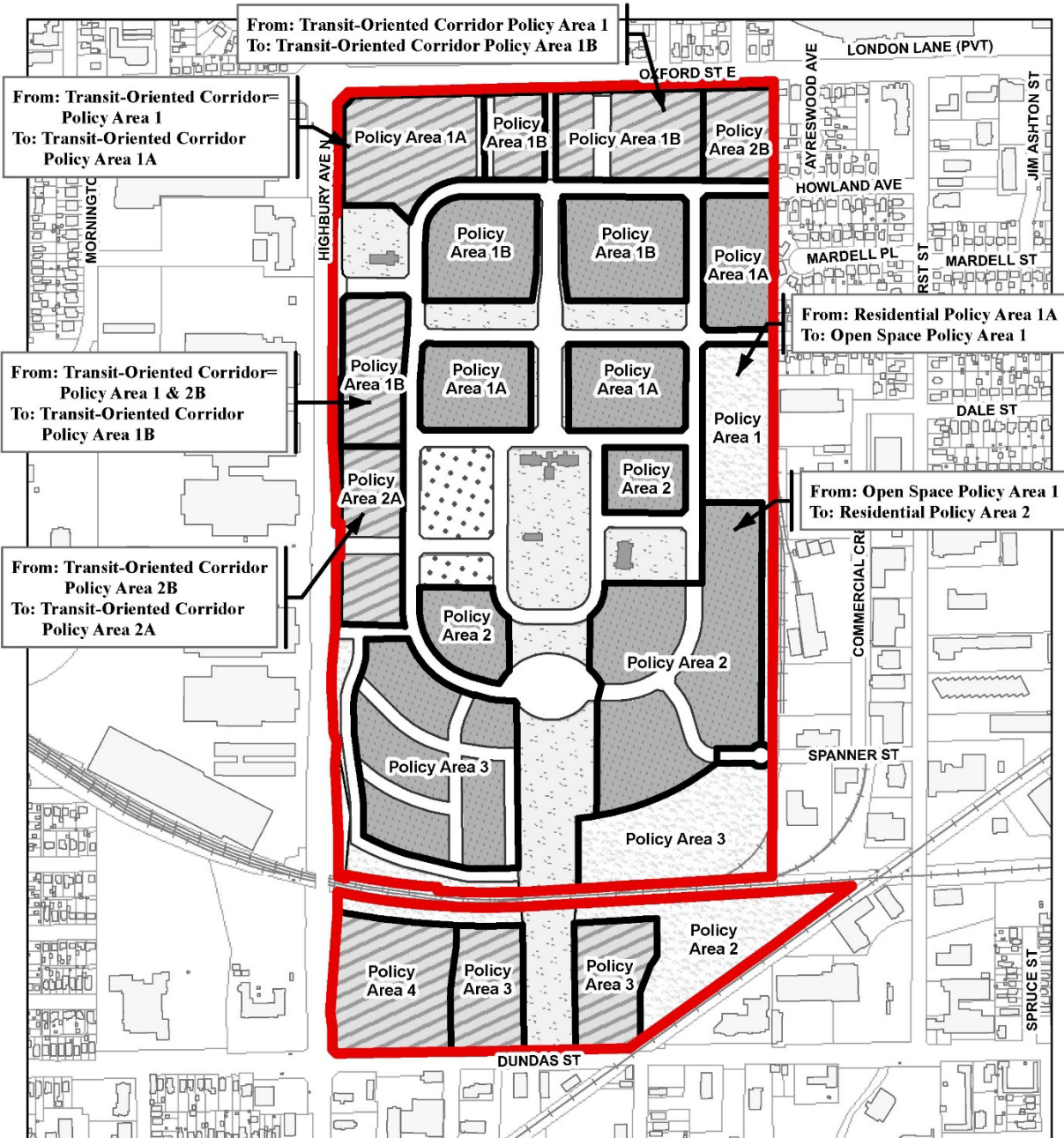
CHARACTER AREA LAND USE DESIGNATIONS

Heritage	Residential	Village Core
Open Space	Transit-Oriented Corridor	Potential Community Gardens


Meters
1:7,000

PROJECT LOCATION:
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




Schedule "6"





SCHEDULE 3
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

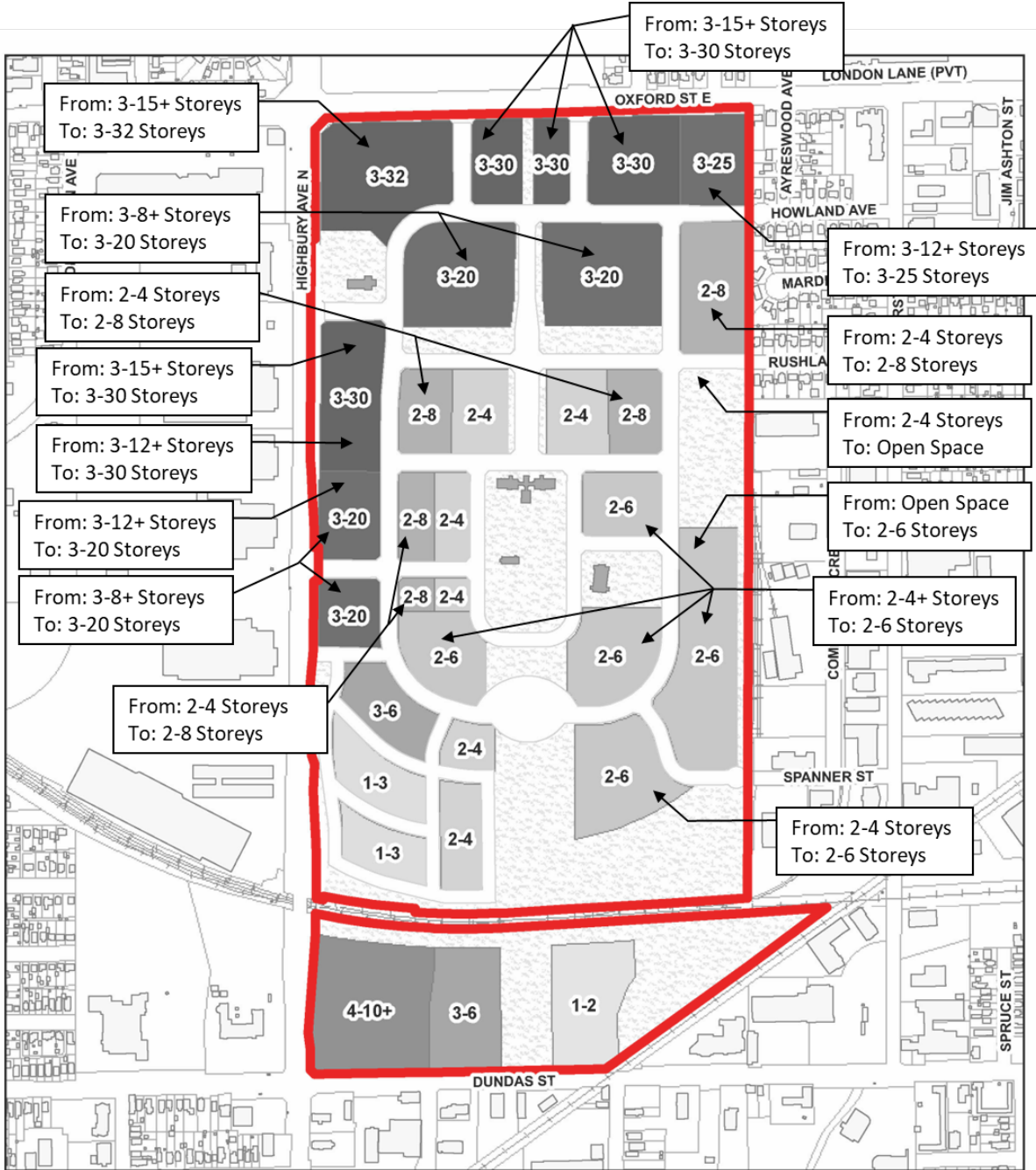
 Secondary Plan Boundary

SUB AREA DESIGNATIONS

 Policy Area Boundary	 Open Space	 Transit-Oriented Corridor
 Heritage	 Residential	 Village Core



 1:7,000
PROJECT LOCATION:
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Schedule "7"



SCHEDULE 4
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
BUILDING HEIGHT PLAN
Minimum-Maximum Height (Storeys)

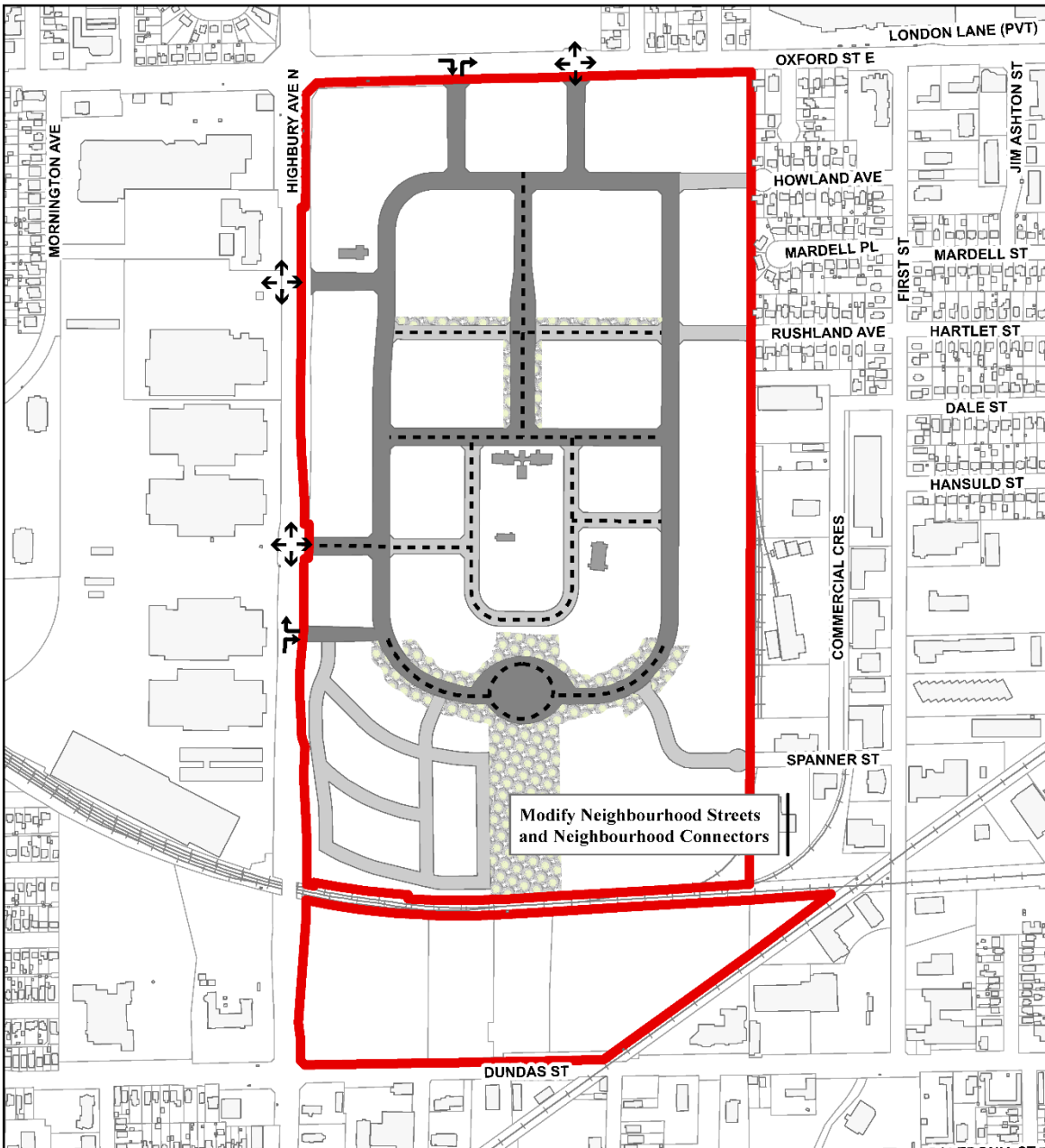
1-2	2-4	2-8	4-10+	3-20
1-3	2-6	3-6	3-15	3-32

On blocks with a '+', development may be permitted above the heights shown on this plan, up to the Upper Maximum Height identified on Table 1 in accordance with the policies for each designation in the Plan






1:7,000

PROJECT LOCATION:
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PlanningDept\Maps\Sched4\projects\BuildingHeightsPlan_2022.mxd

Schedule "8"



SCHEDULE 5
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
STREET HIERARCHY PLAN

-  Neighbourhood Connector
-  Enhanced Design Street
-  Neighbourhood Street
-  Permitted Turning Movements
-  Priority Tree Retention Area

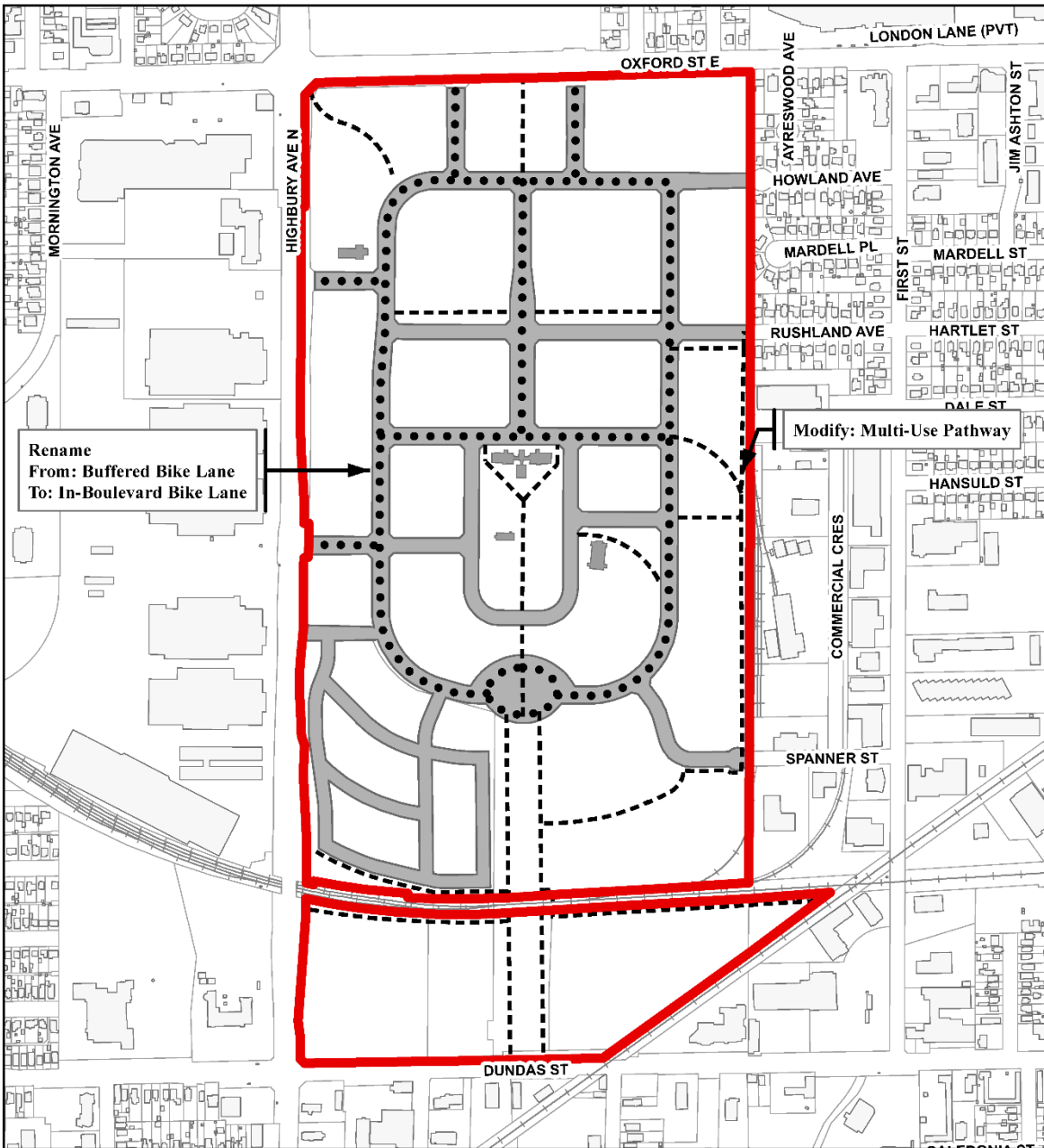


0 30 60 120 180 240 300
Meters

1:7,000

PROJECT LOCATION:
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Schedule "9"



Rename
From: Buffered Bike Lane
To: In-Boulevard Bike Lane

Modify: Multi-Use Pathway

SCHEDULE 6
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
PEDESTRIAN AND CYCLING NETWORK

 In-Boulevard Bike Lane  Multi-use Pathway

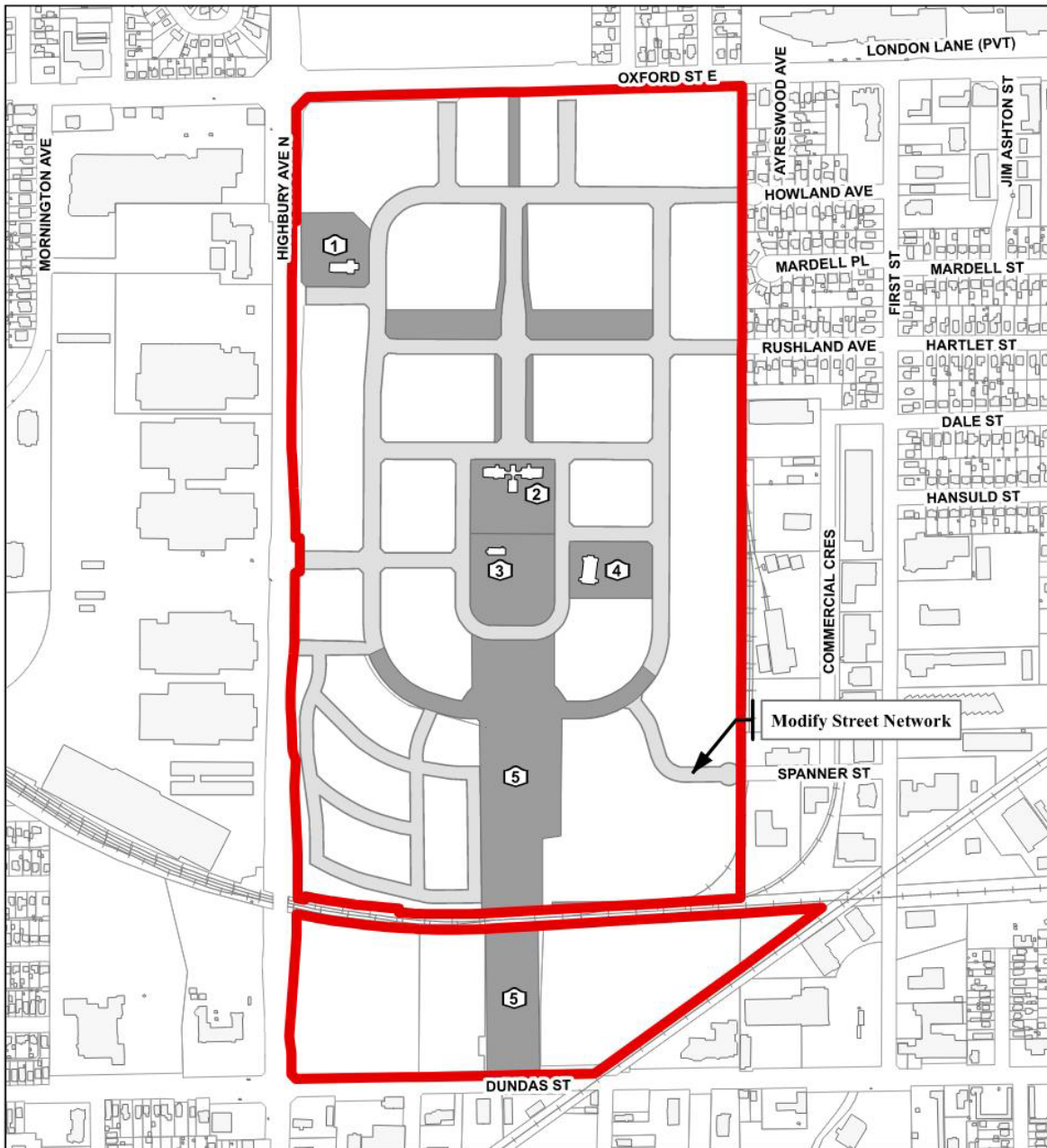


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Meters

1:7,000

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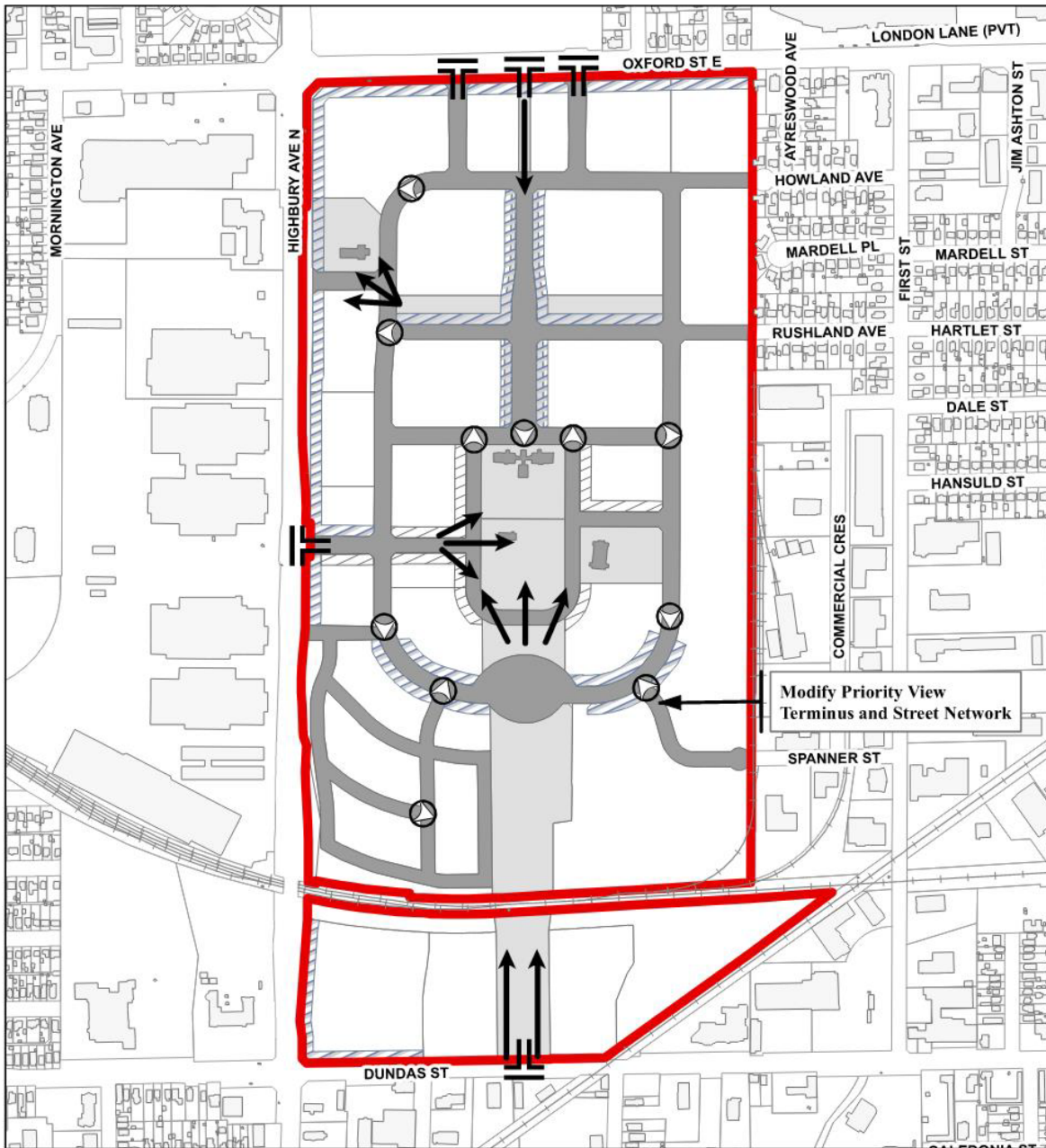
Schedule "10"



<p>SCHEDULE 7 To LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN CULTURAL HERITAGE FRAMEWORK</p>		<p>0 30 60 120 180 240 300 Meters 1:7,000</p>
<p>① Horse Stable ② Infirmary Building ③ Chapel of Hope ④ Recreation Hall ⑤ Central Treed Allée</p>	<p>Buildings to be Conserved</p> <p>■ Significant Cultural Heritage Landscape to be Conserved</p>	

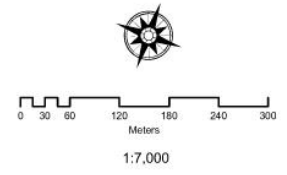
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Schedule "11"



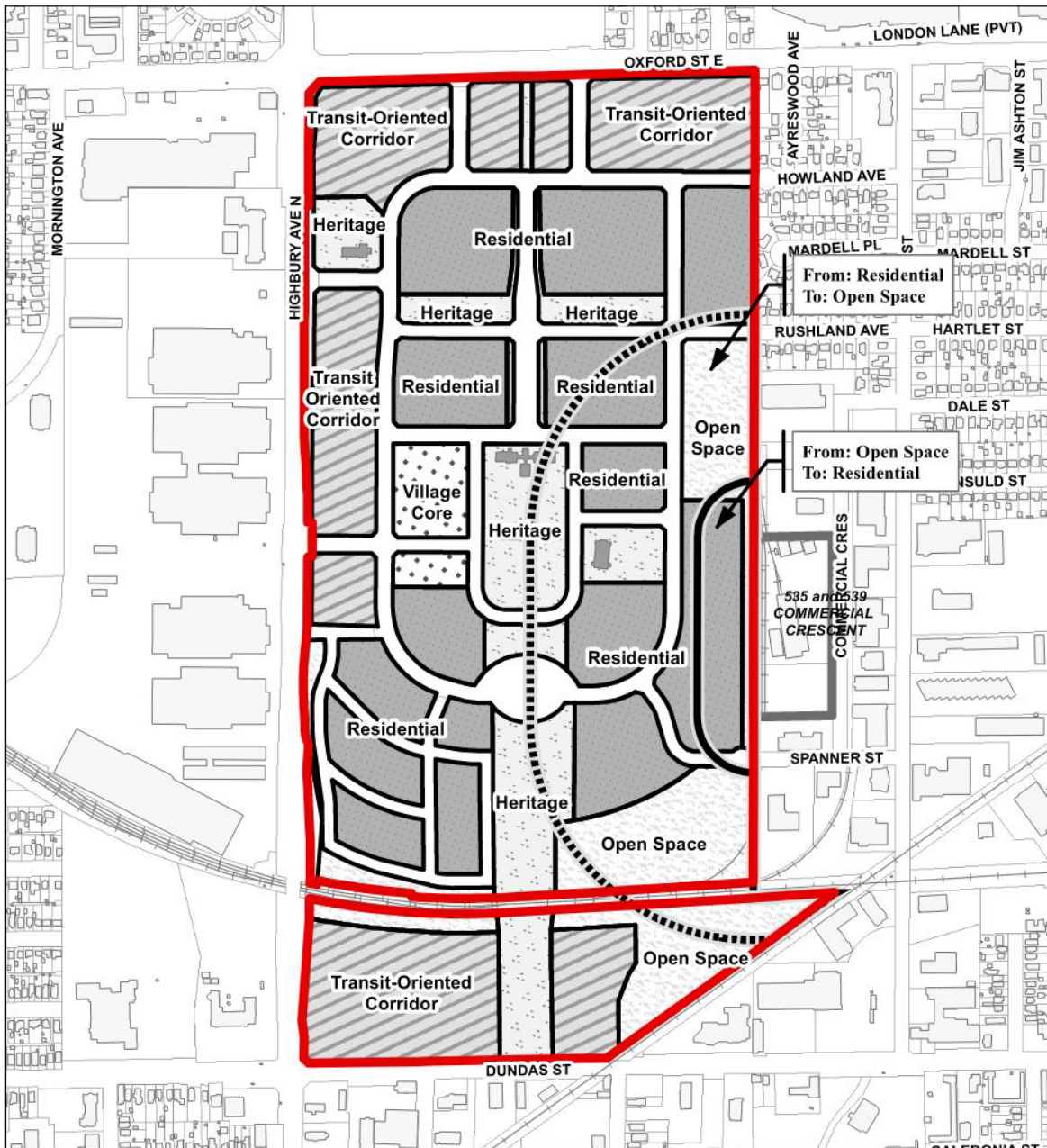
SCHEDULE 8
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
URBAN DESIGN PRIORITIES

- | | | | |
|---|----------------------------|---|-----------------------|
|  | Restricted Driveway Access |  | Significant Vista |
|  | Limited Driveway Access |  | Gateway |
|  | Priority View Terminus |  | Possible Future Roads |





PROJECT LOCATION:
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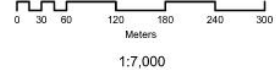
Schedule "12"



**SCHEDULE 9
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
POTENTIAL NOISE AND VIBRATION IMPACT AREA**

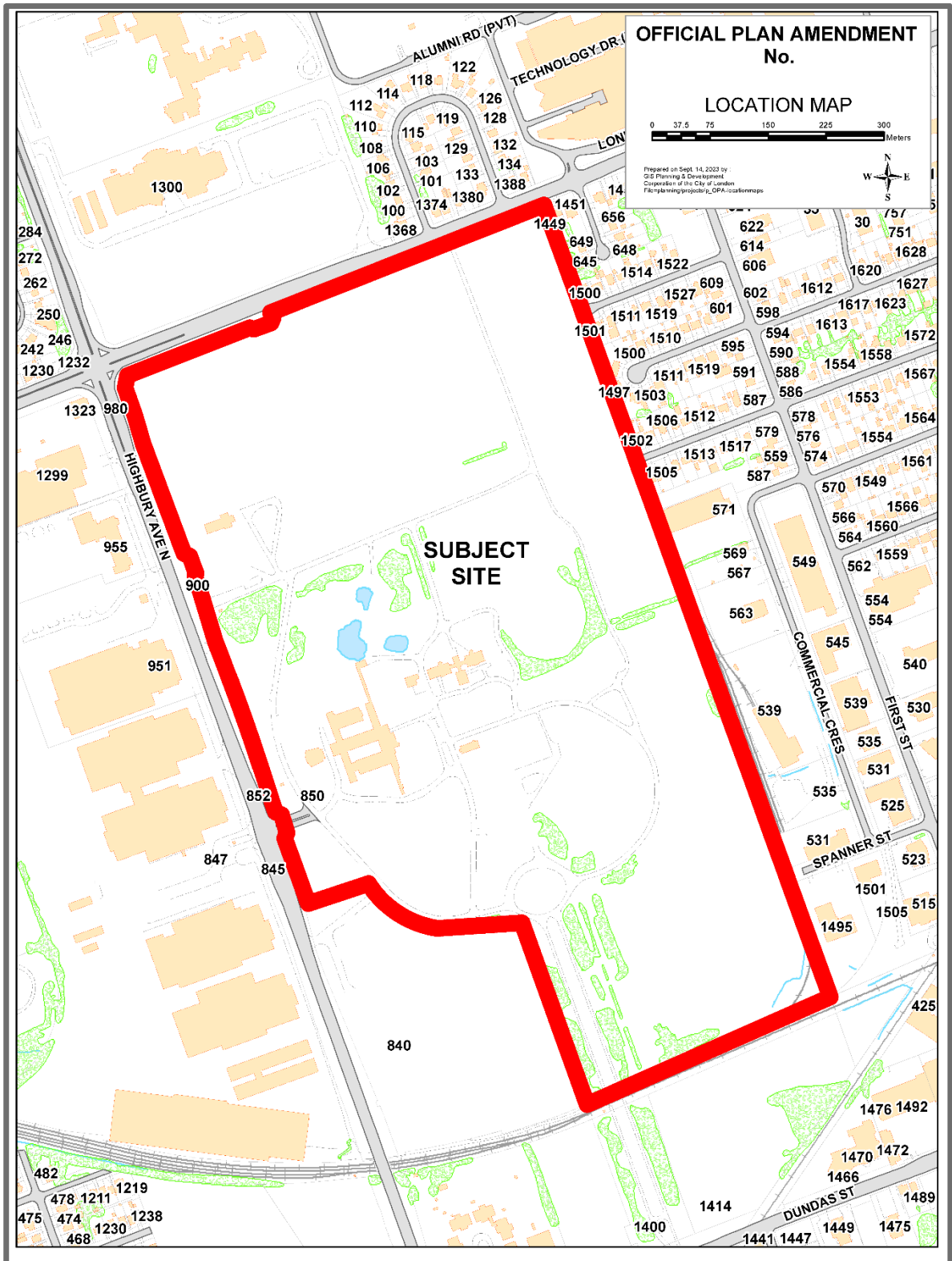
-  75 Metre Area of Influence for Vibration
-  300 Metre Area of Influence for Noise

NOTE: Residential and other sensitive landuses subject to feasibility analysis in accordance with Section 4.3 of the Secondary Plan



PROJECT LOCATION:
E:\Planning\Projects\p_areaplans\LPH_SecondaryPlan\PlanningDept\Maps\Sched9\projects\NoiseImpact_B&W.mxd

Schedule "13"



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 850 Highbury Avenue North.

WHEREAS Old Oak Properties Inc. has applied to rezone an area of land located at 850 Highbury Avenue North (Concession 1, Part Lot 8 Registered Plan No. 33R20053 Parts 1 to 40), as shown on the map attached to this by-law, as set out below;

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

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 850 Highbury Avenue North, as shown on the attached map, **FROM** a Regional Facility (RF) Zone **TO** a Residential Special Provision R9 (R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98 Zone, Holding Residential Special Provision R9 (h-80•R9-7(***)•H82 Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(****)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-*•R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R9/Neighbourhood Facility (h-80•h-*•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-*•R5-7(**)/R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D150•H28) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D125•H22) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(**)•D125) Zone, Holding Residential Special Provision R8 (h-80•h-*•R8-4(***)•D150) Zone, Business District Commercial / Community Facility / Heritage (BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-*•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-*•OS1/NF1) Zone, Open Space (OS1) Zone, and Urban Reserve (UR1) Zone;
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions to the R5-7 Zone Variations:

R5-7(*) 850 Highbury Avenue North (Residential - Policy Areas 1A & 2)

a) Regulations:

- i) Front and Interior Side Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Density Units Per Hectare (Minimum) 30
- iv) Density Units Per Hectare (Maximum) 75

R5-7(**) 850 Highbury Avenue North (Residential - Policy Area 1B)

a) Regulations:

- i) Front and Interior Side Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres

- iii) Density Units Per Hectare (Minimum) 45
 - iv) Density Units Per Hectare (Maximum) 75
3. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions to the R8-4 Zone Variations:

R8-4(*) 850 Highbury Avenue North (Residential - Policy Areas 1A & 2)

a) Regulations:

- i) Front, Side and Rear Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Height (Maximum) See Zone Map
- iv) Density Units Per Hectare (Minimum) 30
- v) Density Units Per Hectare (Maximum) See Zone Map

R8-4(**) 850 Highbury Avenue North (Residential - Policy Area 1A)

a) Regulations:

- i) Front, Side and Rear Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Height (Maximum) 15.0 metres (49 feet), or a maximum height of 30.0 metres (99 feet) for the portion of buildings located more than 80 metres (263 feet) from the Treed Allée along Street C
- iv) Density Units Per Hectare (Minimum) 30
- v) Density Units Per Hectare (Maximum) See Zone Map

R8-4(***) 850 Highbury Avenue North (Village Core Policy Area)

a) Permitted Uses

- i) Apartment buildings;
- ii) Handicapped persons apartment buildings;
- iii) Lodging house class 2;
- iv) Stacked townhousing;
- v) Senior citizens apartment buildings;
- vi) Emergency care establishments;
- vii) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, and emergency care establishments with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;

- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;

- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Front and Exterior Side Yard Depth (Minimum) 2.0 metres (6.6 feet)
- ii) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet)
- iii) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- iv) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- v) Height (Minimum) The lesser of 2-storeys or 8.0 metres (26.2 feet)
- vi) Height Metres (Maximum)
 - 15.0 metres (49.2 feet), or a maximum height of 30.0 metres (98.4 feet) for the portion of buildings located more than 60 metres (197 feet) from a Heritage (HER) Zone.
- vii) Density Units Per Hectare (Minimum) 30
- viii) Density Units Per Hectare (Maximum) 150
- ix) Amenity Area (Minimum)
 - 6.0 square metres (64.6 square feet) per residential unit

c) Front Lot Line: The main entrance to the former London Psychiatric Hospital lands, Street 'B', shall be deemed to be the front lot line.

d) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.

e) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.

f) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
- ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
- iii) is located within the front portion of the ground floor; and,
- iv) is accessible via the front of the building.

4. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions to the R9-7 Zone Variations:

R9-7(*) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 1A)

a) Permitted Uses

i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;

- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum)
5,000 square metres (53,820 square feet)

ii) Floor Area Ratio (Maximum)	5.25
iii) Front and Exterior Side Yard Depth (Minimum)	1.0 metres (3.3 feet)
iv) Rear Yard Depth (Minimum)	3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
v) Interior Side Yard Depth (Minimum)	3.0 metres (9.8 feet)
vi) First Storey Height (Minimum)	4.0 metres (13.1 feet)
vii) Height (Minimum)	The lesser of 3-storeys or 9.0 metres (29.5 feet)
viii) Height (Maximum)	105 metres (345 feet)
ix) Density Units Per Hectare (Minimum)	45 units per hectare (18.2 units per acre)
x) Density Units Per Hectare (Maximum)	None
xi) Landscaped Open Space (Minimum)	30%
xii) Coverage (Maximum)	60%
xiii) Amenity Area (Minimum)	6.0 square metres (64.6 square feet) per residential unit

- c) Front Lot Line: Oxford Street East shall be deemed to be the front lot line.
- d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
- e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
- f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
- g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
 - i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.

R9-7(**) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 1B)

a) Permitted Uses

- i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or

Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;

- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum) 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 4.0
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 98 metres (321.5 feet)
- ix) Density Units Per Hectare (Minimum) 45 units per hectare (18.2 units per acre)
- x) Density Units Per Hectare (Maximum) None
- xi) Landscaped Open Space (Minimum) 30%
- xii) Coverage (Maximum) 60%

- xiii) Amenity Area (Minimum)
6.0 square metres (64.6 square feet) per residential unit
- c) Front Lot Line: The Rapid Transit Boulevard (Highbury Avenue North or Oxford Street East) shall be deemed to be the front lot line.
- d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
- e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
- f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
- g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
 - i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.

R9-7(***) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 2B)

a) Permitted Uses

- i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;
 - b. Art galleries;
 - c. Artisan workshop
 - d. Assembly halls;
 - e. Bake shops;
 - f. Boutique;
 - g. Brewing on premises establishment;
 - h. Catalogue stores;
 - i. Cinemas;
 - j. Commercial recreation establishments;
 - k. Commercial schools;

- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;

- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum) 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 3.5
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 82 metres (269 feet)
- ix) Density Units Per Hectare (Minimum) 45 units per hectare (18.2 units per acre)
- x) Density Units Per Hectare (Maximum) None
- xi) Landscaped Open Space (Minimum) 30%
- xii) Coverage (Maximum) 60%
- xiii) Amenity Area (Minimum) 6.0 square metres (64.6 square feet) per residential unit

c) Front Lot Line: Oxford Street East shall be deemed to be the front lot line.

d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.

e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.

f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.

g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
- ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
- iii) is located within the front portion of the ground floor; and,

iv) is accessible via the front of the building.

R9-7(****)850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 2A)

a) Permitted Uses

i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;

- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum) 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 3.0
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 66 metres (217 feet)

- ix) Density Units Per Hectare (Minimum)
 - 45 units per hectare (18.2 units per acre)
 - x) Density Units Per Hectare (Maximum) None
 - xi) Landscaped Open Space (Minimum) 30%
 - xii) Coverage (Maximum) 60%
 - xiii) Amenity Area (Minimum)
 - 6.0 square metres (64.6 square feet) per residential unit
- c) Front Lot Line: Highbury Avenue North shall be deemed to be the front lot line.
- d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
- e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
- f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
- g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.

R9-7(*****) 850 Highbury Avenue North (Residential - Policy Area 1B)

a) Permitted Uses

- i) Apartment buildings;
- ii) Handicapped persons apartment buildings;
- iii) Lodging house class 2;
- iv) Stacked townhousing;
- v) Senior citizens apartment buildings;
- vi) Continuum-of-care facilities
- vii) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;

- b. Art galleries;
- c. Artisan Workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;

- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- | | |
|--|---|
| i) Floor Area Ratio (Maximum) | 3.0 |
| ii) Front and Exterior Side Yard Depth (Minimum) | 2.0 metres (6.6 feet) |
| iii) Rear Yard Depth (Minimum) | 3.0 metres (9.8 feet) |
| iv) Interior Side Yard Depth (Minimum) | 3.0 metres (9.8 feet) |
| v) First Storey Height (Minimum) | 4.0 metres (13.1 feet) |
| vi) Height (Minimum) | The lesser of 3-storeys or 9.0 metres (29.5 feet) |
| vii) Height (Maximum) | 66 metres (217 feet) |
| viii) Density Units Per Hectare (Minimum) | 45 units per hectare (18.2 units per acre) |
| ix) Density Units Per Hectare (Maximum) | None |
| x) Amenity Area (Minimum): | 6.0 square metres (64.6 square feet) per residential unit |

- c) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
 - d) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
 - e) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
 - f) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
 - i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.
5. Section Number 3.8 of the Zones and Zone Symbols is amended by adding the following Holding Zone Provision:
- h-*) Purpose: To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-*)" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.
6. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

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

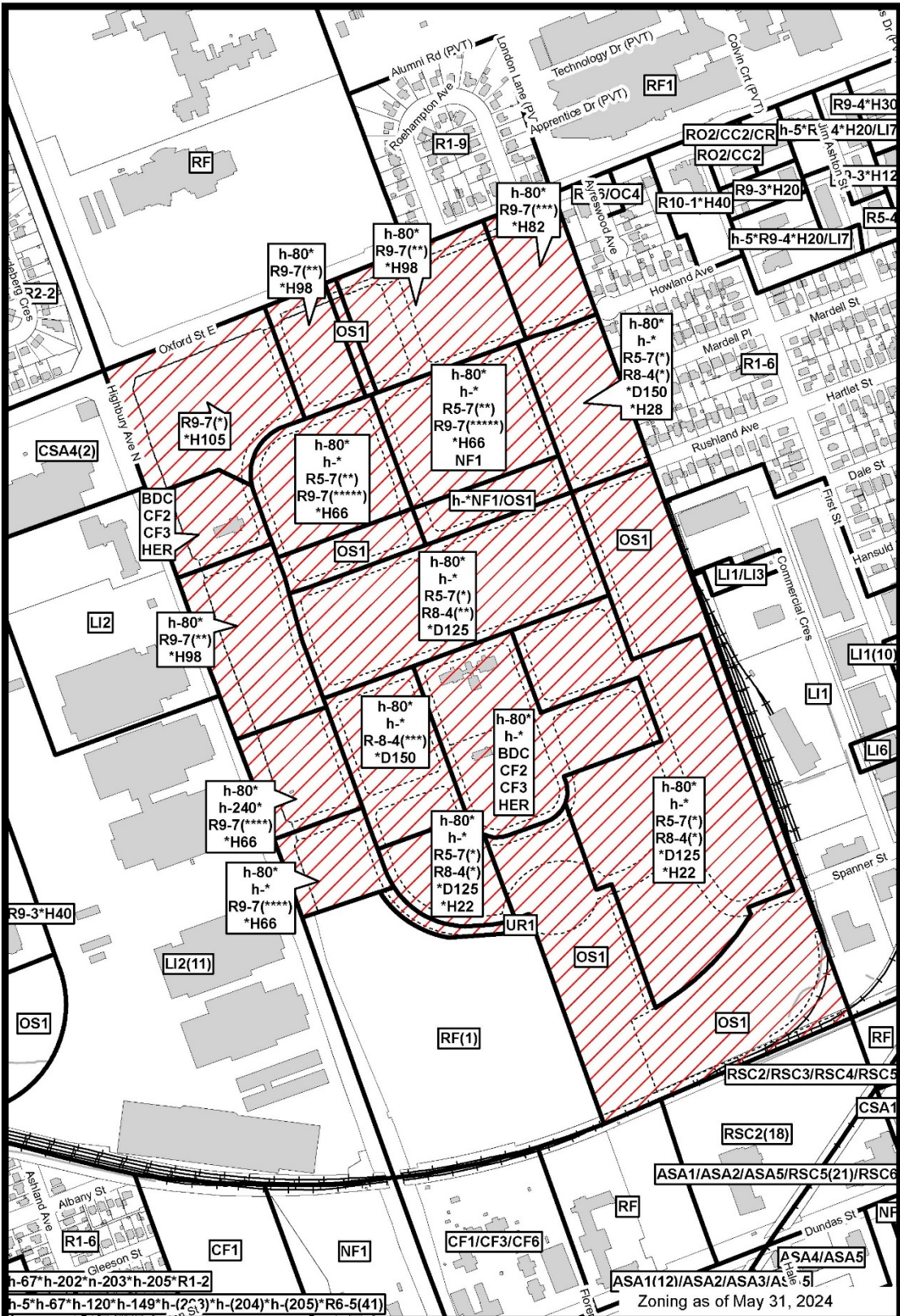
PASSED in Open Council on October 15, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

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



<p>File Number: Z-9577 Planner: MC Date Prepared: 2024/09/16 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:6,000</p> <p>0 30 60 120 180 240 Meters</p> 
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Geodatabase

Appendix C – Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant, former Hospital, Heritage Buildings and Landscapes
Frontage	700m on Highbury Avenue North (2,297 feet) 600m on Oxford Street East (1,969 feet) 20m on each of Howland Avenue, Rushland Avenue, and Spanner Street (65.6 feet)
Depth	Irregular
Area	57.2 Hectares (141.4 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	John Paul II Catholic Secondary School, low density residential, Fanshawe College
East	low density residential, 14 storey residential apartment building, light industrial, rail spur
South	CP railway, Salvation Army London Village (Child Care Centre, Respite Centre, Alzheimer's Centre), London Lawn Bowling Association, vacant lands
West	office and light industrial uses, Canada Post London Processing centre and Administration building, Oxbury Centre retail plaza

Proximity to Nearest Amenities

Major Intersection	Highbury Avenue North & Oxford Street East, adjacent
Dedicated cycling infrastructure	Oxford Street East, adjacent
London Transit stop	Highbury Avenue North, Oxford Street East, adjacent
Public open space	Flanders Park, 400 metres Kiwans Park - North, 1 kilometre
Commercial area/use	Oxbury Centre retail plaza, adjacent
Food store	Food Basics, adjacent
Primary school	Forest City Public School, 715 metres Blessed Sacrament Catholic School, 735 metres
Community/recreation amenity	North London Optimist Community Centre, 830 metres East Lions Community Centre, 1.8 kilometres Stronach Community Centre, 1.8 kilometres

B. Planning Information and Request (May 21, 2024 Circulation)

Current Planning Information

Current Place Type	Transit Village, Green Space
Current Special Policies	London Psychiatric Hospital Secondary Plan
Current Zoning	Regional Facility (RF) Zone

Requested Designation and Zone

Requested Place Type	Transit Village, Green Space
Requested Special Policies	No change
Requested Zoning	Holding Residential R5/R9 Special Provision (h-*•h-**•h-***•R5-7(**)/R9-7(****)) Zone; Holding Residential R5/R8 Special Provision (h-*•h-***•R5-7(*)/R8-4(*)•D100)) Zone; Holding Residential R5/R9 Special Provision (h-*•h-**•h-***•R5-7(**)/R9-7(****)) Zone; Holding Residential R5/R9 Special Provision (h-*•h-**•h-***•h-****•R5-7(**)/R9-7(****)) Zone; Holding Residential R8 Special Provision (h-*•h-**•h-***•R8-4(**)•D100)) Zone; Holding Residential R9 Special Provision (h-*•h-**•R9-7(**)•D250) Zone; Holding Residential R9 Special Provision (h-*•h-**•R9-7(*)•D320) Zone; Holding Residential R9 Special Provision (h-*•h-**•R9-7(*)•D300) Zone; Holding Residential R9 Special Provision (h-*•h-**•R9-7(**)•D250) Zone; Holding Residential R9 Special Provision (h-*•h-**•h-***•R9-7(**)•D250) Zone; and Holding Residential R9 Special Provision (h-*•h-**•h-***•R9-7(**)•D250) Zone; Business District Commercial, Community Facility CF2 and CF3, and Heritage (BDC/CF2/CF3/HER) Zone; Holding Business District Commercial / Community Facility CF2 and CF3 / Heritage (h-***•BDC/CF2/CF3/HER) Zone; Holding Residential R5/R9 / Neighbourhood Facility NF1 (h-*•h-**•h-***•R5-7(**)/R9-7(****)/NF1) Zone; Holding Neighbourhood Facility NF1 / Open Space OS1 (h-*•h-***•NF1/OS1) Zone; and, Open Space OS1 (OS1) Zones

Requested Special Provisions (Block 16, h-80• h-(*)•R9-7(*)•D320•H92)

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Parking Areas	n/a	Notwithstanding Section 4.19 (4), a parking area shall be located no closer than 1.5m from the east lot line.
Front Lot Line	n/a	Notwithstanding anything to the contrary, Oxford Street East shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Blocks 13-15, h-(*)•h-()-R9-7(*)•D300)**

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Front Lot Line	n/a	Notwithstanding anything to the contrary, Oxford Street East shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Block 17, h-(*)•h-()*R9-7(*)•D300)**

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Front Lot Line	n/a	Notwithstanding anything to the contrary, Highbury Avenue shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Blocks 12, 17 & 18, h-(*)•h-()-R9-7(**)-D250)**

Regulation	Required (R9-7)	Proposed (R9-7(**))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 16-storeys or 54.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 18, h-(*)•h-()-R9-7(***)-D250)**

Regulation	Required (R9-7)	Proposed (R9-7(***))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard	8.0 metres (arterial) or 6.0 metres (other), plus 1.0	4.5m

Depth (minimum)	metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 19, h-(*)•h-()*h-(***)•R9-7(***)•D250)**

Regulation	Required (R9-7)	Proposed (R9-7(***))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m

Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 2, h-(*)•h-()*h-(***)•R5-7(**)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m

Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)		45 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Block 26, h-(*)•h-()*h-(***)•R5-7(**)/R9-7(****)/NF1)**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m

Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
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Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)		45 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Block 5, h-(*)•h-()*h-(***)•R5-7(***)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	See zone map	The lesser of 6-storeys or 22.0m
Density (minimum)	n/a	25 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	25 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 6-9, h-(*)•h-()*h-(***)•h-(****)*R5-7(***)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m

Height (maximum)	See zone map	The lesser of 6-storeys or 22.0m
Density (minimum)	n/a	25 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(***))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	25 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 1, 3 & 4, h-(*)•h-(*)•R5-7(*)/R8-4(*)•D100)**

Regulation	Required (R8-4)	Proposed (R8-4(*)
Front & Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	13 metres	The lesser of 4-storeys or 15.0m
Density (minimum)	n/a	30 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(*)
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	30 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 10 & 11, h-(*)•h-()•h-(***)•R8-4(**)•D100)**

Regulation	Required (R8-4)	Proposed (R8-4(**)
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main	4.5m

Depth (minimum)	building height or fraction thereof above the first 3.0 metres (9.8 feet)	
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	13 metres	The lesser of 4-storeys or 15.0m
Density (minimum)	n/a	30 units per hectare.

C. Development Proposal Summary

Development Overview

A high density, mixed-use, Transit Oriented Corridor is planned along the frontage of Highbury Avenue North and Oxford Street East. The highest density and heights are planned at the intersection of Highbury Avenue North and Oxford Street East, with heights transitioning down slightly to the east and south.

A Village Core is planned to act as a focal point for the proposed redevelopment and link the southern rapid transit station to the central heritage campus, including the heritage designated Infirmary Building, Chapel, Recreation Hall and Treed Allée. This area is intended to be medium density in height with active commercial uses on the ground floor that serves the needs of the local community.

A primarily residential area is planned to surround the central heritage campus to the north, east and south. To the north medium and high density residential uses are planned to transition towards the Transit Oriented Corridor located along Oxford Street East. To the east and south medium density residential uses are planned to be integrated with the cultural heritage buildings and landscapes.

Proposal Statistics – Draft Plan of Subdivision (including Block 16)

Land use	Mixed Use Residential, Commercial, Institutional and Recreational
Form	Apartment Buildings, Mixed-use within Apartment Buildings, Townhouses, Stacked Townhouses, Heritage Buildings
Height	Mid-Rise (4-8 storeys, or 15-30m) High-Rise (20-32 storeys, or 66-105m)
Residential units	Approximately 8,400
Density	Approximately 150 Units per hectare
Gross floor area	unknown
Building coverage	unknown
Landscape open space	unknown
Functional amenity space	unknown
New use being added to the local community	Yes

Proposal Statistics based on Zoning – Block 16 (unit count is included above)

Land use	Mixed Use Residential & Commercial,
Form	Apartment Buildings with ground floor Commercial Uses
Height	32 Storeys, or 105 Metres
Residential units	Approximately 1,550
Density	Approximately 615 Units per hectare
Gross floor area	170,906 Metres ²
Building coverage	55%

Landscape open space	39%
Functional amenity space	unknown
New use being added to the local community	Yes

Mobility – Block 16 (Based on April 2024 Conceptual Plan with 22 Storey Apartments)

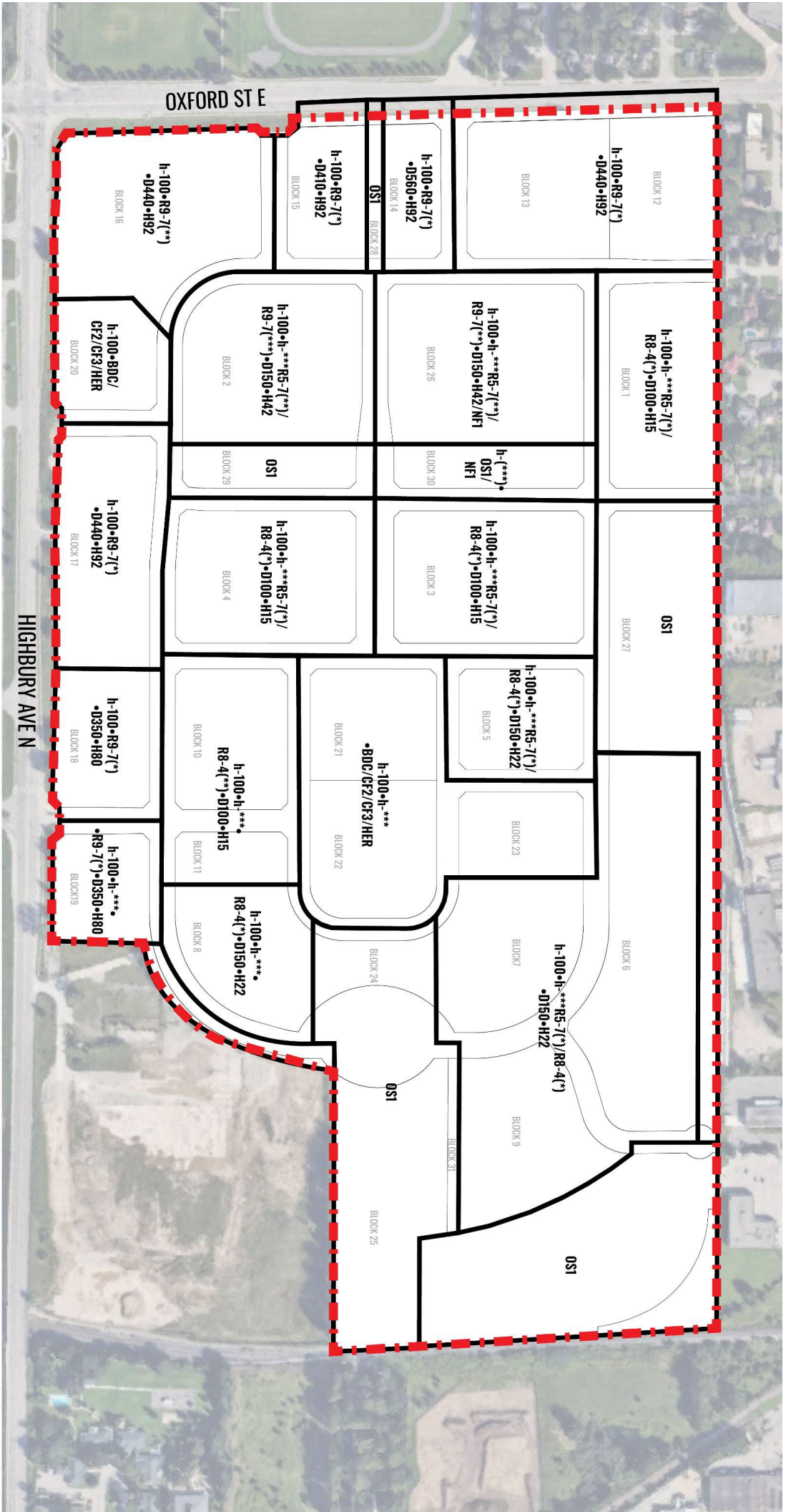
Parking spaces	0 underground, 606 structured, 189 surface
Vehicle parking ratio	0.93 Spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	Short Term: 72 Long Term: 519
Secured bike parking ratio	0.65
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environmental Impact – Draft Plan of Subdivision

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

Appendix D – Additional Plans and Drawings

July 2024 Requested Zoning Map



UPDATED ZONING SCHEDULE

Note: The zoning schedule for each block is based on the zoning code in the zoning schedule for the block. The zoning schedule for each block is based on the zoning code in the zoning schedule for the block.

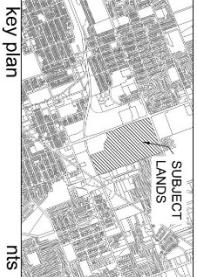
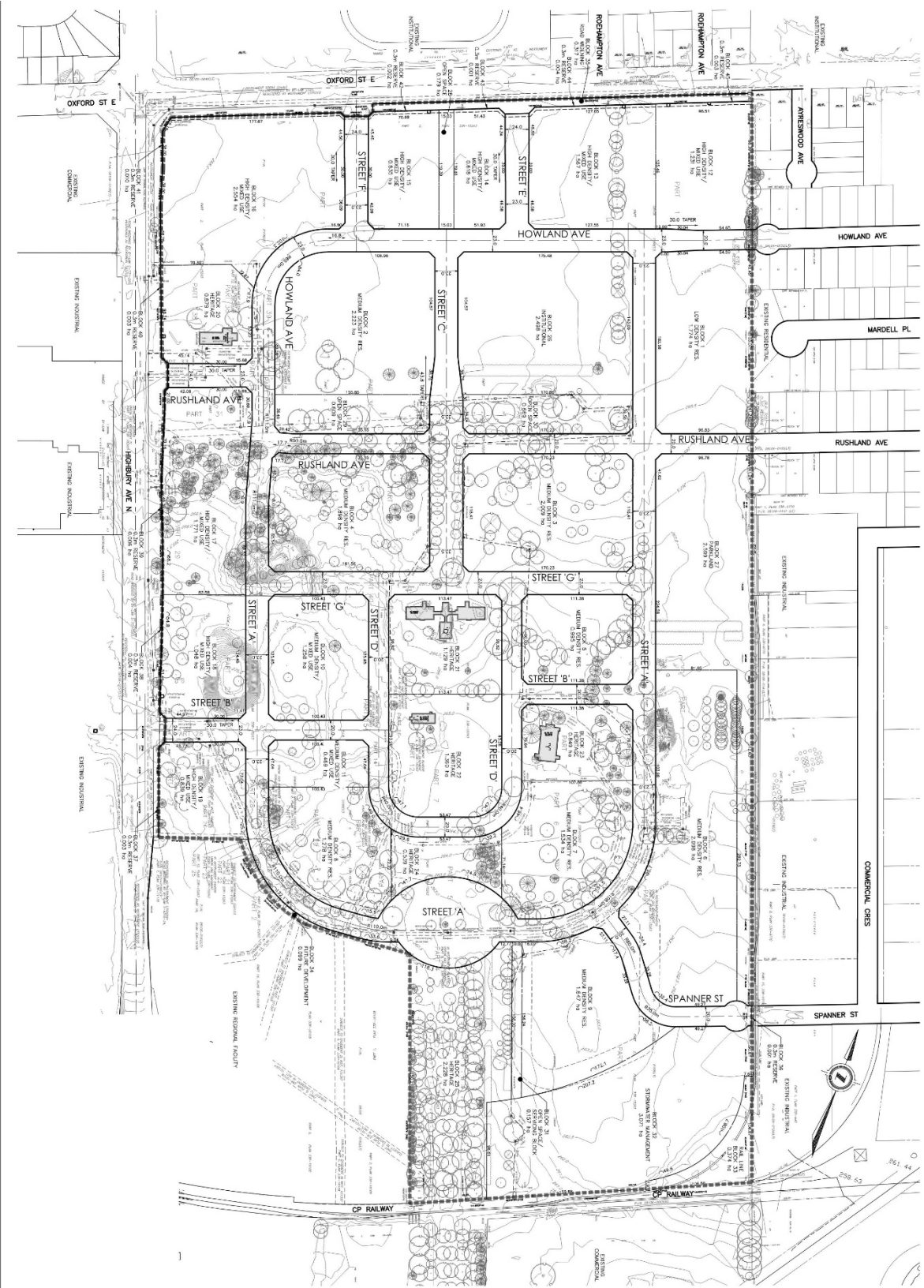
Developer
Old Oak Developments Inc.

Project Site
850 Highbury Avenue North / London / ON

Date
July 2024



Proposed Draft Plan of Subdivision



key plan

M/S

DRAFT PLAN OF SUBDIVISION
of
LONDON CON 1 PT LOT 8
338-20053 PARTS 1 TO 40 AND
338-19935 PARTS 1 TO 8
CITY OF LONDON
COUNTY OF MIDDLESEX

ON THE PROPOSED PLAN OF THE PLAN IN SHOWN
THE PLAN CONSENTS TO THE PLAN IN SHOWN

THE PLAN PROPOSES THE PLAN

THE PLAN PROPOSES THE PLAN

INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

- (a) An outline plan of the proposed development.
- (b) A site plan of the proposed development.
- (c) A site plan of the proposed development.
- (d) A site plan of the proposed development.
- (e) A site plan of the proposed development.
- (f) A site plan of the proposed development.
- (g) A site plan of the proposed development.
- (h) A site plan of the proposed development.
- (i) A site plan of the proposed development.
- (j) A site plan of the proposed development.
- (k) A site plan of the proposed development.
- (l) A site plan of the proposed development.
- (m) A site plan of the proposed development.
- (n) A site plan of the proposed development.
- (o) A site plan of the proposed development.
- (p) A site plan of the proposed development.
- (q) A site plan of the proposed development.
- (r) A site plan of the proposed development.
- (s) A site plan of the proposed development.
- (t) A site plan of the proposed development.
- (u) A site plan of the proposed development.
- (v) A site plan of the proposed development.
- (w) A site plan of the proposed development.
- (x) A site plan of the proposed development.
- (y) A site plan of the proposed development.
- (z) A site plan of the proposed development.

PROPOSED LAND USES AND AREAS

LAND USE	AREA IN HECTARES	%
RESIDENTIAL (BLOCK 1)	1.452	15.28
RESIDENTIAL (BLOCK 2)	1.722	18.36
RESIDENTIAL (BLOCK 3)	1.722	18.36
RESIDENTIAL (BLOCK 4)	1.722	18.36
RESIDENTIAL (BLOCK 5)	1.722	18.36
RESIDENTIAL (BLOCK 6)	1.722	18.36
RESIDENTIAL (BLOCK 7)	1.722	18.36
RESIDENTIAL (BLOCK 8)	1.722	18.36
RESIDENTIAL (BLOCK 9)	1.722	18.36
RESIDENTIAL (BLOCK 10)	1.722	18.36
RESIDENTIAL (BLOCK 11)	1.722	18.36
RESIDENTIAL (BLOCK 12)	1.722	18.36
RESIDENTIAL (BLOCK 13)	1.722	18.36
RESIDENTIAL (BLOCK 14)	1.722	18.36
RESIDENTIAL (BLOCK 15)	1.722	18.36
RESIDENTIAL (BLOCK 16)	1.722	18.36
RESIDENTIAL (BLOCK 17)	1.722	18.36
RESIDENTIAL (BLOCK 18)	1.722	18.36
RESIDENTIAL (BLOCK 19)	1.722	18.36
RESIDENTIAL (BLOCK 20)	1.722	18.36
RESIDENTIAL (BLOCK 21)	1.722	18.36
RESIDENTIAL (BLOCK 22)	1.722	18.36
RESIDENTIAL (BLOCK 23)	1.722	18.36
RESIDENTIAL (BLOCK 24)	1.722	18.36
RESIDENTIAL (BLOCK 25)	1.722	18.36
RESIDENTIAL (BLOCK 26)	1.722	18.36
RESIDENTIAL (BLOCK 27)	1.722	18.36
RESIDENTIAL (BLOCK 28)	1.722	18.36
RESIDENTIAL (BLOCK 29)	1.722	18.36
RESIDENTIAL (BLOCK 30)	1.722	18.36
RESIDENTIAL (BLOCK 31)	1.722	18.36
RESIDENTIAL (BLOCK 32)	1.722	18.36
RESIDENTIAL (BLOCK 33)	1.722	18.36
RESIDENTIAL (BLOCK 34)	1.722	18.36
RESIDENTIAL (BLOCK 35)	1.722	18.36
RESIDENTIAL (BLOCK 36)	1.722	18.36
RESIDENTIAL (BLOCK 37)	1.722	18.36
RESIDENTIAL (BLOCK 38)	1.722	18.36
RESIDENTIAL (BLOCK 39)	1.722	18.36
RESIDENTIAL (BLOCK 40)	1.722	18.36
RESIDENTIAL (BLOCK 41)	1.722	18.36
RESIDENTIAL (BLOCK 42)	1.722	18.36
RESIDENTIAL (BLOCK 43)	1.722	18.36
RESIDENTIAL (BLOCK 44)	1.722	18.36
RESIDENTIAL (BLOCK 45)	1.722	18.36
RESIDENTIAL (BLOCK 46)	1.722	18.36
RESIDENTIAL (BLOCK 47)	1.722	18.36
RESIDENTIAL (BLOCK 48)	1.722	18.36
RESIDENTIAL (BLOCK 49)	1.722	18.36
RESIDENTIAL (BLOCK 50)	1.722	18.36
RESIDENTIAL (BLOCK 51)	1.722	18.36
RESIDENTIAL (BLOCK 52)	1.722	18.36
RESIDENTIAL (BLOCK 53)	1.722	18.36
RESIDENTIAL (BLOCK 54)	1.722	18.36
RESIDENTIAL (BLOCK 55)	1.722	18.36
RESIDENTIAL (BLOCK 56)	1.722	18.36
RESIDENTIAL (BLOCK 57)	1.722	18.36
RESIDENTIAL (BLOCK 58)	1.722	18.36
RESIDENTIAL (BLOCK 59)	1.722	18.36
RESIDENTIAL (BLOCK 60)	1.722	18.36
RESIDENTIAL (BLOCK 61)	1.722	18.36
RESIDENTIAL (BLOCK 62)	1.722	18.36
RESIDENTIAL (BLOCK 63)	1.722	18.36
RESIDENTIAL (BLOCK 64)	1.722	18.36
RESIDENTIAL (BLOCK 65)	1.722	18.36
RESIDENTIAL (BLOCK 66)	1.722	18.36
RESIDENTIAL (BLOCK 67)	1.722	18.36
RESIDENTIAL (BLOCK 68)	1.722	18.36
RESIDENTIAL (BLOCK 69)	1.722	18.36
RESIDENTIAL (BLOCK 70)	1.722	18.36
RESIDENTIAL (BLOCK 71)	1.722	18.36
RESIDENTIAL (BLOCK 72)	1.722	18.36
RESIDENTIAL (BLOCK 73)	1.722	18.36
RESIDENTIAL (BLOCK 74)	1.722	18.36
RESIDENTIAL (BLOCK 75)	1.722	18.36
RESIDENTIAL (BLOCK 76)	1.722	18.36
RESIDENTIAL (BLOCK 77)	1.722	18.36
RESIDENTIAL (BLOCK 78)	1.722	18.36
RESIDENTIAL (BLOCK 79)	1.722	18.36
RESIDENTIAL (BLOCK 80)	1.722	18.36
RESIDENTIAL (BLOCK 81)	1.722	18.36
RESIDENTIAL (BLOCK 82)	1.722	18.36
RESIDENTIAL (BLOCK 83)	1.722	18.36
RESIDENTIAL (BLOCK 84)	1.722	18.36
RESIDENTIAL (BLOCK 85)	1.722	18.36
RESIDENTIAL (BLOCK 86)	1.722	18.36
RESIDENTIAL (BLOCK 87)	1.722	18.36
RESIDENTIAL (BLOCK 88)	1.722	18.36
RESIDENTIAL (BLOCK 89)	1.722	18.36
RESIDENTIAL (BLOCK 90)	1.722	18.36
RESIDENTIAL (BLOCK 91)	1.722	18.36
RESIDENTIAL (BLOCK 92)	1.722	18.36
RESIDENTIAL (BLOCK 93)	1.722	18.36
RESIDENTIAL (BLOCK 94)	1.722	18.36
RESIDENTIAL (BLOCK 95)	1.722	18.36
RESIDENTIAL (BLOCK 96)	1.722	18.36
RESIDENTIAL (BLOCK 97)	1.722	18.36
RESIDENTIAL (BLOCK 98)	1.722	18.36
RESIDENTIAL (BLOCK 99)	1.722	18.36
RESIDENTIAL (BLOCK 100)	1.722	18.36

development engineering

CONSULTING CIVIL ENGINEERS

PROJECT NO. DEL19-009

DATE: SEPTEMBER 2023

SCALE: 1:1,700

Conceptual Renderings – Block 16



Highway & Oxford Site Plan, F:\Thaha\nt









Appendix E – Public Engagement

Public Liaison: On March 10, 2021, Notice of Application was sent to 110 property owners and residents in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on March 11. A “Planning Application” sign was also placed on the site. On April 22, 2022, a Notice of Revised Application related to the associated Official Plan Amendment was sent to 115 property owners and residents in the surrounding area. On January 19, 2023, a Notice of Revised Application for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. On May 21, 2024, a Notice of Revised Application and Notice of Public Meeting for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Application and Revised Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on May 30, 2024. On July 11, 2024, a Notice of Public Meeting Cancellation was published to defer the public meeting to a later date and allow time for the applicant to amend the proposed applications.

On July 23, 2024, Notices of Planning Application, Revised Planning Application and Public Meeting for a new Official Plan Amendment and revised Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Application and Revised Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on July 22, 2024. On August 29, 2024, a Notice of Public Meeting Cancellation was published to defer the public meeting to a later date and allow time for the applicant to amend the proposed applications.

On September 9, 2024, a Notice of Revised Planning Application and Public Meeting for revised Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Public Meeting was also published in the Public Notices and Bidding Opportunities section of The Londoner on September 12, 2024.

Responses: Responses from 7 members of the public were received to-date.

Nature of the Liaison: The purpose and effect of these applications would be the creation of a mixed-use plan of subdivision.

The applicant has submitted a revised Draft Plan of Subdivision (39T-21503), Zoning By-Law Amendment (Z-9577) and Official Plan Amendment (O-9766). The original Notice of Application for these and the associated Combined Official Plan & Zoning By-Law Amendment (OZ-9324) was published in the Londoner on March 11, 2021. A

notice of revised application for the Draft Plan of Subdivision and Zoning By-Law Amendment was published in the Londoner on May 30, 2024. The applicant has now submitted another revision to their applications:

1. No changes are proposed to the previous circulated Draft Plan of Subdivision consisting of one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block one, one (1) road widening, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).
2. Possible Amendment to Zoning By-law Z.-1 To change the zoning from a Regional Facility (RF) Zone to Holding Residential Special Provision R9 (h-80•R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98) Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(***)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-•R9-7(***)•H66) Zone, Holding Residential Special Provision R5/R9 / Neighbourhood Facility (h-80•h-•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-•R5-7(**)/R9-7(****)•H46) Zone, Holding Residential Special Provision R5/R8 (h-80•h-•R5-7(*)/R8-4(*) Zone, Holding Residential Special Provision R8 (h-80•h-•R8-4(*)•D150•H22) Zone, Holding Residential Special Provision R8 (h-80•h-•R8-4(**)•D100•H15) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-•OS1/NF1) Zone, and Open Space (OS1) Zone.

Key revisions to the previously circulated applications include:

- Key changes to the previously circulated proposed zoning include increasing the maximum permitted heights from 42m (12 storeys), 54m (16 storeys), and 75m (22 storeys) to 66m (20 storeys), 98m (30 storeys) and 105m (32 storeys) on blocks fronting Highbury Avenue North and Oxford.
- The maximum permitted densities on these blocks are also proposed to be increased from 250, 300, and 320 units per hectare and converted into Maximum Floor Area Ratios (FAR) of 5.25, 3.6 and 3.0 square metres of gross floor area per square metres of lot size.
- Blocks 12, 18 and 19 are proposed to have maximum heights of 66 metres or 20 storeys where 25 storeys was previous proposed, and Blocks 2 and 26 are proposed to have maximum heights of 66 metres or 20 storeys where 42 metres or 12 storeys were previously contemplated.
- Block 1 and the eastern portion of Block 3 are proposed to be rezoned to permit up to 8 storeys, and the western portion of Block 4 is proposed to be rezoned to permit up to 12 storeys.
- The previously proposed R9-7 special provision zone requested for medium density residential blocks in the southeast portion of the plan, has been replaced with an R8-4 special provision zone with similar height and density special provisions.
- A new holding provision h-• is proposed by the applicant which would require further study and implementation of noise and vibration mitigation measure before development on the impacted blocks to the satisfaction of the City.

- No changes are proposed to the revised Draft Plan of Subdivision previously circulated on May 30, 2024.

The City is also considering the following zoning by-law amendments:

- Alternative residential zones which reflect the long-term development vision of the subject lands;
- Special Provisions in zoning to implement the urban design requirements and considerations of the London Psychiatric Hospital Secondary Plan; and
- Adding holding provisions for the following: land use compatibility, urban design, water looping, municipal services, emergency communications, and phasing.

A new revised application for an Official Plan Amendment has also been submitted (File: O-9766) to amend the London Plan and London Psychiatric Hospital Secondary Plan to permit the heights proposed in the revised Zoning By-Law Amendment.

The revised Official Plan Amendment (O-9766) to update the London Plan and London Psychiatric Hospital Secondary Plan would permit

- a maximum height of 32 storeys at the corner of Oxford Street East and Highbury Avenue North,
- a maximum height 20 or 30 storeys for other blocks that are immediately adjacent to Oxford Street East and Highbury Avenue North,
- a maximum height of 20 storeys within the Residential Policy Area 1B,
- a maximum height of 8 storeys on the northeast portion of the Residential Policy Area 1A,
- a maximum height of 12 storeys on the western portion of the Residential Policy Area 1A, and
- a maximum height of 8 storeys on the western portion of the Village Core.

The City will also consider possible amendments to the Secondary Plan to provide flexibility in the design of public streets and bicycle routes, update the schedules of the Secondary Plan to reflect revisions to the proposed road network and block fabric, and other minor amendments to the plan to be consistent with the revised proposed Draft Plan of Subdivision for the subject lands (39T-21503).

File: 39T-21503/Z-9577/O-9766 Planner: M. Clark & A. Curtis (City Hall)

A. Public Comments – Notice of Application – March 10, 2021

Kevin Eby - July 9, 2021 – Email

Mr. Corby

Please find attached comments provided on behalf of JDA Investments Inc. relating to the proposed redevelopment of the former London Psychiatric Hospital lands. Feel free to contact me at your convenience if you require any clarification of the information provided.

I look forward to hopefully discussing these matters with you in the near future.

Kevin Eby

Eby GMPS

I have been retained by JDA Investments Inc. (JDA), the owner of lands known municipally as 535 and 539 Commercial Crescent in the City of London. The purpose of this retainer is to review the proposed redevelopment of the London Psychiatric Hospital (LPH) lands as anticipated through the joint Official Plan Amendment (OPA) / Zoning By-law Amendment Applications (City File No: OZ-9328) and Draft Plan of Subdivision Application (City File No. 39T-21503) submitted by Old Oak Properties (the Applicant) in relation to the JDA lands. JDA has also retained an acoustical consultant to assist in this review.

Key to consideration of planning applications is the need to ensure compatibility of any proposed development with surrounding land uses. As it relates to the redevelopment of the former LPH lands, this means, among other things, ensuring residential uses within the areas of influence of the long-standing industrial operations at 535 and 539 Commercial Crescent are only permitted if noise and vibration associated with these operations are appropriately assessed and addressed in a manner that will not unduly impact the industrial operations on these properties. Operations on these properties include the delivery, processing and redistribution of raw materials by truck and rail.

Although JDA's interest in these applications is primarily focused on protecting the industrial operations on the land it owns, the long-term viability of the industrial area containing the JDA lands is also at risk and needs to be included in any assessment process. Industrial areas, particularly those with access to rail sidings, need to be protected from encroachment by sensitive uses. Such areas are extremely difficult, if not impossible, to replace once compromised.

Applicable Policy

LPH Secondary Plan Policy 20.4.4.3 Noise/Land Use Compatibility ii) Noise from Industrial Uses speaks specifically to the need to ensure compatibility of any sensitive uses, including new residential uses, on the former LPH lands with the industrial operations at 535 and 539 Commercial Crescent, stating:

To mitigate the potential for noise conflicts between the proposed community and the industrial area east of the LPH lands, the Secondary Plan's Land Use Schedule identifies an 'Open Space' area adjacent to the abutting industrial lands. The Open Space designation acts, in part, as a noise mitigation measure. Any residential development that is contemplated in proximity to this industrial area shall have regard for the Ministry of Environment (MOE) Land use Compatibility Guidelines. To address potential noise impacts from the adjacent industrial area, the following additional policies apply:

a. On lands within a 300m area of influence measured the west property line of 535 and 539 Commercial Crescent, and in the presence of a Class II Class III industrial use at 539 Commercial Crescent and the associated use of the railway siding at 535 Commercial Crescent, sensitive land uses shall be prohibited unless a "Feasibility Analysis" which meets Ministry of Environment guidelines has been completed and the development proposal meets all of the recommendations of the analysis for setbacks and mitigation. At a minimum the "Feasibility Analysis" shall address the issues of point source and/or fugitive noise emissions for the entire 300 m area of influence, and ground borne vibration within 75 metres of the west property line of 535 and 539 Commercial Crescent. Sensitive land uses may include any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. Such uses include, but are not limited to residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses. For draft plans of subdivision, and draft plans of condominium, the Feasibility Analysis shall be requested and submitted as part of a complete application.

b. Where, as a result of the completion of a Feasibility Analysis, there are irreconcilable noise and vibration incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Should that occur policies in Section 20.4.4.3 (ii) will no longer apply.

c. Reduction of the 300 metre area of influence will be supported only through the submissions of a study which addresses the entire area of influence and all study methodology, conclusions and recommendations are acceptable to the City of London.

d. Noise studies, where required, will form part of a complete application and any recommendations from those studies shall be implemented. [emphasis added]

LPH Secondary Plan Policy 20.4.4.3 Noise/Land Use Compatibility, i) Rail Noise addresses the issue of noise associated with rail transportation, stating:

...Rail noise shall be addressed subject to policies of the Official Plan as well as the following: ...

d) Prior to final approval, planning applications will require completion of noise studies to confirm compliance with provincial regulations. A noise study shall be required as part of a complete application. [emphasis added]

Policy Analysis

Policy 20.4.4.3 ii) a) creates conditions within the areas of influence (identified on LPH Secondary Plan Schedule 9) that must be satisfied before the designations established on Schedules 2 through 4 of the LPH Secondary Plan can be implemented. If these conditions cannot be satisfied, Policy 20.4.4.3 ii) b) requires that "development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use [at 535 and 539 Commercial Crescent] ceases to exist." [emphasis added].

As a result, the current designations applicable to lands within the areas of influence are conditional designations, as the acceptability of and permission for the establishment of sensitive uses within these areas (the principle of development) has yet to be established given the continued existence of the industrial operations at 535 and 539 Commercial Crescent. The mechanism for establishing the principle of development for sensitive uses within the areas of influence as provided for in the LPH Secondary Plan is through the submission of a "Feasibility Analysis" demonstrating there are no "irreconcilable noise and vibration incompatibilities" with the industrial operations.

The existence of these conditional designations in the LPH Secondary Plan significantly complicates the current planning process as it is impossible, with any reasonable certainty, to determine the type, quantum, location and form of development within the areas of influence until such time as the "Feasibility Analysis" is submitted and approved. This is complicated further by the LPH Secondary Plan requiring the "Feasibility Analysis" to be submitted "as part of a complete application" for a draft plan of subdivision applicable to the lands.

This policy framework has the potential to operate in a way that is functionally flawed.

A plan of subdivision is a mechanism provided through the Planning Act to subdivide land into parcels. It is not a process through which the principle of development is established, or specific use of land is determined. That is the purpose of the Official Plan and Zoning By-law.

Further, the submission of the Feasibility Analysis and noise studies are required to inform the resolution of fundamental land use planning questions within the areas of influence and the remainder of the former LPH lands, the combination of which are intended to be comprehensively planned and developed. These questions include:

- location and geometry of roadways;
- location and required capacity of infrastructure;
- location of areas of open space;
- the type, quantum, location and form of land uses to be permitted; and
- the principle of development of sensitive land uses within the 70 m (vibration) and 300 m (noise) areas of influence identified in Policy 20.4.4.3 ii) a) and Schedule 9 of the LPH Secondary Plan.

The vast majority of these fundamental land use planning questions are Official Plan or Zoning By-law issues, and as a result, the information derived from the "Feasibility Analysis" is required to inform any decisions relating to OPA applications or amendments to the Zoning By-law affecting mapping or policies applicable both within and potentially outside the areas of influence. It is also required to inform any decisions regarding the future use of lands in the areas of influence should "irreconcilable noise and vibration incompatibilities" between the industrial operations and sensitive uses be determined to exist.

The noise component of the "Feasibility Analysis" will also help inform determination of any noise mitigation measures required outside of the area of influence established in the Official Plan, as provincial guidelines require consideration of noise impacts from Class III industrial facilities up to 1,000 metres away.

It is well-worth noting that my client's predecessor (under the name Ravago Company) previously raised the issue of the appropriateness of these conditional designations during the processing of the LPH Secondary Plan in 2011.

Proposed Process

As confirmed by our recent email exchanges, the applicant has yet to submit a "Feasibility Analysis" as required by Policy 20.4.4.3 ii) a). Likewise, no noise studies (which would typically form a component of a "Feasibility Analysis") were submitted as required by Policies 20.4.4.3 i) d) and ii) d). Given the submission of the "Feasibility Analysis" and noise studies are specifically required by policies in the LPH Secondary Plan "as part of a complete application", the submission of these studies concurrent with the associated applications is a matter of Official Plan conformity and cannot be waived or postponed through the pre-consultation process. Any such action would require the prior approval of an OPA

eliminating the requirement. As a result, it is unclear on what basis staff accepted the applications as "complete".

Notwithstanding these requirements in the Official Plan, the Zelinka Priamo Final Proposal and Planning Justification Report (Zelinka Priamo Justification Report) submitted in support of the applications, fails to address (or even reference) the requirement for the "Feasibility Analysis" required by Policy 20.4.4.3 ii) a).

In fact, the only reference to either noise or vibration in the Zelinka Priamo Justification Report is in Section 16.2, which reads:

It is expected that a noise assessment report will be required for those blocks located closest to adjacent arterial roads (Highbury Avenue North and Oxford Street East) as well as the CP Rail corridor and existing industrial properties. The noise assessments will be completed upon approval of concept plans during the Site Plan Approval process since more accurate information will be required regarding building orientation and site grading. The noise assessments will determine the level of noise pollution stemming from the movement of traffic along Highbury Avenue North, Oxford Street East and the CP Rail corridor as well as stationary noise from the industrial properties, and will indicate possible options for their abatement. [emphasis added]

Delay in the submission of noise assessments to the site plan approval process would completely exempt single-detached development from any review of noise issues. Zelinka Priamo's Justification Report effectively acknowledges this, as it notes in Section 3 m) that the proposed single-detached lots are "not subject to site plan approval". Based on the Zelinka Priamo Justification Report, it appears the Applicants consultant has a fundamental misunderstanding of the policy framework under which these applications must be considered.

Based on previous discussions, it would now appear that the City has requested submission of the "Feasibility Analysis" and is proposing to consider the OPA application separately prior to consideration being given to the implementing draft plan of subdivision and amendment to the Zoning By-law. I understand part of the purpose of addressing the OPA ahead of the other applications is that the quantum of development proposed by the applications may not be supportable based on the availability of servicing capacity to the site. I certainly support this process, as this information is required to properly inform the processing of the draft plan of subdivision and amendment to the Zoning By-law.

However, I also understand that the City is being encouraged by the Applicant not to require submission of the "Feasibility Analysis" until after consideration of the OPA application. In the absence of the "Feasibility Analysis" there is no means of determining whether sensitive uses, including residential uses, will be permitted on what appears to be approximately one third of the former LPH lands (those lands located within the areas of influence).

If the purpose of processing the OPA ahead of the draft plan of subdivision and amendment to the Zoning By-law is to determine where, what and how much development should be permitted on the former LPH lands, can such decisions be transparently and effectively made if there is no understanding as to the potential impacts of adjacent industries on sensitive land uses as required by provincial guidelines and policies in the LPH Secondary Plan? It also leaves the City guessing as to the appropriate location of land uses, sizing of infrastructure and configurations of roads on the lands outside the areas of influence, as these lands ultimately need to interface with the lands on which planning decisions can't be made prior to the completion of the "Feasibility Analysis".

Summary

The submission of the "Feasibility Analysis" and noise studies was a mandatory requirement of a complete application. This information is required to answer some of the most fundamental land use planning questions arising from the proposed redevelopment of the LPH lands. This is exactly why the requirements for complete applications were established. I would note that although the policy in the LPH Secondary Plan requires the submission of the "Feasibility Analysis" concurrent with submission of the draft plan of subdivision, Section 19.16 of the applicable 1989 Official Plan would have authorized the City to require its submission as part of a complete OPA application as well.

In the absence of the "Feasibility Analysis" neither the City nor JDA have enough information to provide properly informed comments on the OPA application. If the submission of the "Feasibility Analysis" is delayed until after consideration of the OPA application, the potential exists that the existence of any "irreconcilable noise and vibration incompatibilities" determined through that process would trigger the need for a subsequent OPA application to remedy the situation. This would be a completely unnecessary and avoidable outcome that would both jeopardize the overall comprehensive planning being undertaken for the former LPH lands, but also unnecessarily encumber JDA with the need to respond to yet another planning process.

It is my opinion that the "Feasibility Analysis" and the required noise studies need to be completed and JDA given a reasonable opportunity to respond prior to consideration of the OPA application.

Thank you for the opportunity to provide comments. I look forward to the opportunity to discuss this with you further. Could you please provide me with any future memorandums, reports and/or notices of meetings relating to the Applications.

Kevin Eby, RPP

John Vareka - March 9, 2022 – Email

I've rode my bike through the area a few times and its such an amazing space with so much cool potential for the city/area. I'm really hoping it won't all become single family homes (some early free press articles mentioned a large number of them which is why i had wanted to ask) - i've been watching a lot of this persons videos (link is to the 'missing middle' topic) but he has introduced many interesting topics to me:
<https://www.youtube.com/watch?v=CCOdQsZa15o>

Thanks again, John

B. Public Comments – Notice of Revised Application – April 22, 2022

Kevin Eby – May 6, 2022 – Email

Mr. Crorby

Please find attached comments prepared on behalf of JDA Investments regarding the Old Oak Properties proposed redevelopment of the former LPH lands.

Feel free to contact me at your convenience if you wish to discuss. It would be appreciated if you could keep me informed as to the timing of your reports going forward.

Kevin Eby, RPP, PLE

Eby GMPS

Dear Mr. Corby

I have been retained by JDA Investments Inc. (JDA) to assist in the review of the impacts of the proposed redevelopment of the London Psychiatric Hospital (LPH) lands (Applications 39T-21503/OZ-9328 - Old Oak Properties) on lands owned by JDA located at 535 and 539 Commercial Crescent in the City of London. In particular, I have been tasked with reviewing any issues related to land use compatibility

between the proposed residential development and the long-standing industrial operations that take place on the JDA property and are facilitated by a decades-old rail spur.

I have now had the opportunity to review the noise and vibration issues associated with the resubmission of planning studies relating to the redevelopment of the former LPH lands with JDA's noise consultant and offer the following comments for your consideration. In reviewing the proposed official plan amendment, I would note that the provisions of Section 4.3 reducing the area of exclusion of residential uses from the JDA lands only applies when a feasibility study is submitted and "all study methodology, conclusions and recommendations are acceptable to the City of London". The comments provided herein are based on City's staff confirming the Noise Study meets this condition.

Introductory Note Regarding Numbering of Lots and Blocks

There is inconsistent numbering of the lots and blocks on the draft plan of subdivision and some of the accompanying documents. For example, the parkland block directly adjacent to the JDA property is labeled on the draft plan of subdivision as Block 145 and

on the preliminary phasing figure for the OPA as Block 146. Any references to lots and blocks in this letter refer to the numbering on the draft plan of subdivision. However, I suggest the materials be revised to ensure congruity and to avoid inadvertent errors in any planning instruments or agreements that rely on those materials.

Context

Key to consideration of planning applications is the need to establish compatibility with surrounding land uses. In the case of the redevelopment of the former LPH lands, this means ensuring noise and vibration issues associated with the industrial operations at 535 and 539 Commercial Crescent are appropriately addressed to avoid undue limitations on that long-standing industrial use. Operations on these properties include the delivery, processing (sorting) and redistribution of raw materials by truck and rail.

Many of the concerns expressed in our previous comments have been addressed through the submission of the Former London Psychiatric Hospital (LPH) Lands Subdivision Noise and Vibration Impact Study by RWDI - March 28, 2022 (Noise Study). The completion of this Noise Study provides the information and noise mitigation measures within the LPH lands necessary to allow the planning process for these lands to proceed with the necessary degree of certainty for all parties through the official plan amendment stage.

While there are some additional issues remaining to be addressed through the zoning by-law amendment, plan of subdivision and site plan processes, subject to any updates to the Noise Study (including the one referenced below regarding impulse noise) and appropriately securing and implementing the recommendations of the Noise Study, JDA no longer has a concern with the principle of development for the proposed uses being established through the official plan amendment process. As the proposed development moves through the planning process, the concepts for noise mitigation, including the use of Class 4, may need to be expanded and/or modified to address changes to the regulatory environment should they occur.

Technical Concern with the Noise Study

One technical concern noted with the Noise Study is that it does not appear to have addressed impulse noise along the spur lines in the area. It is unclear whether this would affect the overall recommendations but can be addressed through an update to the Noise Study prior to approval of the zoning by-law amendment and plan of subdivision. Such updates are discussed further below.

Vibration

There appear to be no concerns related to vibration.

Use of a Class 4 Designation

One of the key recommendations of the Noise Study is the establishment of a Class 4 designation for specific lots and blocks in the proposed development. JDA agrees with the use of a Class 4 designation provided it being established in a manner that is easily identifiable to purchasers and future residents of these lots and blocks. Redevelopment of these lands through the use a Class 4 designation creates an on-going relationship between future purchasers / residents of the affected lots and blocks and any industrial use located on the JDA lands that those future purchasers / residents will have no ability to alter in the future. This needs to be clearly understood up front.

I recommend the Class 4 designation be approved by Council and included on one of the Official Plan schedules being incorporated into the London Plan through the OPA. The Class 4 status of the lands should also be incorporated into the future zoning amendment implementing the changes to the official plan being considered at this time.

Need for Exemption Under the City of London Sound By-Law

There does not appear to be an exemption established City of London Sound By-law applicable to sound levels otherwise regulated by the By-law but permitted within a Class 4 designation. Prior to proceeding with the approval of the zoning by-law and plan of subdivision for the LPH lands, a general exemption (or an exemption specific to the LPH lands) for noise levels otherwise permitted within a Class 4 designation must be established in the Sound By-law. Otherwise, the intended relief granted by the Class 4 designation will have little efficacy and create unnecessary risk for industrial operations.

Requirement to Enter into Agreement Pursuant to the Industrial and Mining Lands Compensation Act

The future conditions of draft approval of the plan of subdivision should include a requirement that the owner of the LPH lands enter into an Industrial and Mining Lands Compensation Act Agreement registered on title to ensure future protection of the industrial operations on the IDA Lands.

The requirement for this agreement, as well as the amendment to the City of London Sound By-law referenced above, should be secured through Holding provisions applicable to any lands to which the Class 4 designation applies. If any changes to the supporting London Plan policies are required to permit the use of Holding for this purpose, such changes should be made through the official plan amendment.

Updates to the Noise Study

Given the staging of the planning process, both in terms of when applications will be going forward for approval and the extended period over which the development will occur, updates to the Noise Study should be required as part of each subsequent stage of the planning process to ensure the most up to date information regarding the redevelopment proposal and the industrial operations is available for consideration as regulations in the zoning by-law, conditions of draft approval, and requirements of site plan approval are established or released. The requirements for an incremental review of the Noise Study should also be incorporated appropriately in the London Plan through the proposed official plan amendment.

Holding Provisions

While not applicable at this stage in the process, I would highlight the important role that the future residential building on Block 148 and the required berm along the spur line play in mitigation of noise from industrial uses located on JDA lands on other lots and blocks throughout the proposed plan of subdivision. Construction of the residential building on Block 148 and the required berm along the spur line need to be completed before any lots and blocks that would otherwise be affected by unacceptable noise levels be allowed to proceed. Any zoning of the affected properties should be subject to Holding provisions requiring the construction of the residential building on Block 148 to the specifications in the Noise Study and the required berm along the spur line before development on the affected lots and

blocks is permitted. This requirement for Holding provisions should similarly be identified and secured through the proposed official plan amendment.

Conditions of Draft Approval of the Plan of Subdivision / Zoning By-law Regulations

It is our understanding that only the approval of the official plan amendment is being considered at this time and that opportunities for further review and comment will be available to JDA throughout the remainder of the planning process. We look forward to working cooperatively with applicant and the City of London throughout these additional processes to ensure the concerns of all parties are adequately addressed in as expeditious a manner as possible.

Please feel free to contact me at your convenience if you wish to discuss any of the issues raised herein. As you proceed to finalize your report, I would also be willing / appreciate the opportunity to review with you any measures proposed to address the

issues raised to ensure no last-minute surprises occur that may inadvertently slow down the process.

Kevin Eby, RPP, PLE

William Pol – May 16, 2022 – Email

Hello Mike,

Please find attached the submission on behalf of Taurus Stamping 515 First Street regarding noise, vibration and safety of sensitive land uses for 850 Highbury Avenue.

A representative will be making a presentation at the public meeting.

Please forward any decisions or further notices to Pol Associates Inc.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Pol Associates Inc. has reviewed the notice dated April 14, 2022 regarding proposed Official Plan and Zoning By-law amendments for the above noted lands. We are retained by Taurus Stampings Inc. at 515 First Street London regarding the above noted file. Taurus Stampings Inc. has been in operation for more than 100 years contributing to the industrial success of the City. They make an important contribution to the economy by making and supplying parts to various local industries. There is an extensive industrial employment area east of the subject lands with a variety of important industrial facilities. We are requesting the land use planning justification and mitigation measures the City and the Developer are proposing to ensure the location of sensitive land uses less than 1000 m from the property limit will not negatively impact the next 100 years of operation at this location.

Taurus Stampings Inc. is a Class III industrial use creating vibration, and noise emissions as part of its normal operation. It has capacity to operate 24 hours per day seven days per week. The property is located approximately 165 m east of the nearest proposed single detached dwellings and a shorter distance to the nearest open space area proposed for 850 Highbury Avenue and as shown on the schedules. These sensitive land uses may be impacted by emissions from the plant. In April 2021, Taurus Stamping requested information from your office regarding this application and has not received a response for the studies and mitigation measures.

London Plan policies NOISE, VIBRATION AND SAFETY Sensitive Land Uses Near Noise Generators, Vibration Generation and Safety concerns Policy 1766 – 1771 set out the requirements for approving sensitive land uses near Class III industrial uses. We are requesting the necessary studies be completed in advance of any approval to ensure there is no noise, vibration or safety impact on the proposed sensitive land uses.

Prior to approval of sensitive land uses within 1000m of Taurus Stampings Inc. we are requesting documentation by a qualified independent consultant confirming that sensitive land uses may be located within the area of influence without impact from nearby industrial land uses. We are concerned that encroachment of sensitive land uses may limit the future operation of the stamping plant, 24 hours per day 7 days per week operating with open doors and emitting noise and vibration. We look forward to reviewing any studies completed by qualified consultants.

A representative of Pol Associates Inc. will be making a presentation at the public meeting May 30, 2022 on behalf of Taurus Stamping 515 First Street. PLEASE include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

C. Public Comments – Notice of Revised Application – January 19, 2023

D. Public Comments – Notice of Revised Application & Notice of Public Participation Meeting – May 21, 2024

William Pol - May 31, 2024 - Email

Hello Michael,

Please accept the attached comments on behalf of Taurus Stampings Inc. regarding the notice of Subdivision.

Please provide me with all future notices for this application.

Contact me should you have any questions.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Pol Associates Inc. has reviewed the notice dated May 21, 2024, regarding proposed Official Plan, Zoning By-law amendments and Draft Plan of Subdivision for the above noted lands. We are retained by Taurus Stampings Inc. at 515 First Street London regarding the above noted file. Taurus Stampings Inc. has been in operation for more than 100 years contributing to the industrial success of London. They make an important contribution to the economy by producing and supplying parts to various local industries. A variety of important industrial facilities operate abutting and in proximity to the Draft Plan of Subdivision.

The Provincial Policy Statement 2020 specifically addresses Land Use Compatibility in Policy 1.2.6. The City SHALL minimize and mitigate any potential adverse effects from odour, noise and other contaminants (including vibration) And to ensure the long term operational and economic viability of major facilities (industrial facilities) in accordance with provincial guidelines, standards and procedures. All decisions of Council shall be consistent with the PPS 2020.

London Plan policies NOISE, VIBRATION AND SAFETY Sensitive Land Uses Near Noise Generators, Vibration Generation and Safety concerns Policy 1766 – 1771 set out the requirements for approving sensitive land uses near Class III industrial uses. We have received and reviewed the report from the applicant as discussed below.

Taurus Stampings Inc. is a Class III industrial use creating potential odour, vibration, and noise emissions as part of its normal operation. It has capacity to operate 24 hours per day seven days per week. The property at 515 First Street is located approximately 165 m east of the nearest proposed Multi-Family Medium Density Residential development and a shorter distance to the nearest open space area proposed for 850 Highbury Avenue and as shown on the Draft Plan. These sensitive land uses may be subject to adverse effects from plant emissions. Attached is a sketch showing the location of Taurus Stampings Inc. on the draft subdivision and the proximity to sensitive land uses.

We have reviewed the Noise and Vibration report of October 2022. The report does not specifically address the potential impact of Taurus Stampings Inc. There is no discussion regarding the potential vibration impact of Taurus Stampings Inc. There are limited recommendations regarding possible mitigation measures through specific building construction techniques and warning clauses at the time of site plan approval. Approval of the subdivision at this time assumes these mitigation measures will be sufficient to ensure no adverse effect. At this time, we are not satisfied the specific industrial impacts of Taurus Stampings have been adequately addressed. The Noise and Vibration Study should be updated to specifically address the likely impacts of Taurus Stampings Inc. to ensure existing and future operation of this important industrial facility is not compromised due to the proximity of sensitive land uses.

A representative of Pol Associates Inc. may be making a presentation at the public meeting July 16, 2024 on behalf of Taurus Stampings Inc. 515 First Street. Please include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

William Pol - June 5, 2024 - Email

Hello Michael,

Thank you for your e-mail.

I have attached a letter requesting amendments to the holding provision to better protect my client from potential conflicts.

Please contact me should you have any questions.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Thank you for your e-mail message June 4, 2024. Please accept the following comments on the proposed holding provisions. Pol Associates Inc. has reviewed the draft zoning and holding provisions applicable to the Draft Plan of Subdivision. While I appreciate your comments that preliminary noise and vibration studies have been undertaken, there is no specific reference to my client's property at 515 First Street and it does not include reference to potential odour impacts.

There is a significant risk of conflict between established Light Industrial (LI1) zoning and the proposed Residential R5-7(***) / Residential R9(***) in proximity to my clients lands, which allows six storey apartment buildings, townhouses and stacked townhouses within the influence area of a Class III industrial land use. I am requesting that [REDACTED] be specifically noted in the Holding provision for these lands and that Council adopt these provisions to protect the future long-term use of the site for industrial purposes. Secondly, the clause be amended by adding odour as a potential adverse impact on sensitive land uses. The requested revisions are shown below in bold non-italic lettering.

h-(***) Purpose: The development of sensitive land uses is prohibited until such time as a detailed Noise, ~~and/or~~ Noise/Vibration **and/or Noise/Vibration/Odour** Study is completed in relation to the **Class II and Class III industrial use uses** located at 535 and 539 Commercial Crescent **and 515 First Street** which meets the applicable Provincial Guidelines, and it is demonstrated that provincial guidelines can be met with respect to the development of sensitive uses and any required mitigation measures are implemented prior to removal of the h-(***). If there are irreconcilable noise, and vibration and odour incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Permitted Interim Uses: Non-sensitive uses. Proposed to be applied to: Blocks 1-11, 19, 21-23, 26 & 30

A representative of Pol Associates Inc. may be making a presentation at the public meeting July 16, 2024, on behalf of Taurus Stampings Inc. 515 First Street. Please include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions regarding the requested revisions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

E. Public Comments – Notice of Revised Application & Notice of Public Participation Meeting – July 23, 2024

Anita Cook, The Salvation Army – August 9, 2024

The Salvation Army

Territorial Headquarters

Canada and Bermuda

Property Department

August 9, 2024

City of London

Development Services, City of London

300 Dufferin Ave, 6th Floor

London, ON P.O. Box 5035

N6A 4L5

Attention: Michael Clark, mclark@london.ca

Re: 850 Highbury Avenue North, City of London: File: 39T-21503 / Z-9577 / 0-9735

Dear Mr. Clark:

The Salvation Army owns the abutting lands to the south of the subject redevelopment, at 1340 Dundas Street, the corner of Dundas Street and Highbury Avenue North.

The Salvation Army (TSA) – London Village has been in operation, offering multiple programs serving the City of London and the community, in various forms, for 60+ years. Currently, the Village is comprised of five main program areas:

- 24/7 Respite programs for children and adults identified as having Autism Spectrum Disorder (ASD) and/or developmental disabilities (supports 16 people at a time)
- A 132-space childcare centre
- Day programs for children with ASD supporting over 25 people
- day program for adults with cognitive issues (e.g., dementia) that supports 50 people per day
- A gym and other spaces utilized by not just The Salvation Army, but the community at large

The individuals we support, by virtue of their needs, present some unique challenges, as does our property.

To date, The Salvation Army has not had the opportunity for a comprehensive review of the redevelopment, but, in the interim, with such a complex redevelopment, there are drainage and infrastructure matters that, on first glance, may be impactful to the regular operation of The Salvation Army programs. In particular, as The Salvation Army is at a lower elevation from the redevelopment, and given that the Village has tunnels between buildings that have electrical, telecommunications, fire suppression system and water and sewer, plans for drainage/water management are particularly of interest.

We would ask for a detailed engineering report to review that would allow us to develop a better sense as to the risk to our property, if any, and to use as a basis of work with the developer to ensure that a final plan is reflective of the needs of our property and The Salvation Army as a whole.

For further discussion, we would appreciate contacting the writer at the earliest opportunity.

Regards,

Anita Cook

Senior Director, Real Estate Development

Jacob Perez – August 13, 2024 – Email

Good morning, Ryan.

I own the properties at 535 and 539 Commercial Crescent London, ON. N5V 1Z2 through my companies JDA Investments Inc. and Clarence Realty Inc. respectively.

JDA also owns Clarence Realty Inc. so all communications are done through JDA.

I first approached the Ontario Realty Corporation on February 14, 2006 when It was first announced of the plans for the LPH as you can see from the letter below.

In March of 2011, I hired ZELINKA PRIAMO LTD as a consultant regarding new developments at the Psychiatric Hospital area plan.

On March 9, 2011, he sent a letter to the Planning and Development Department of the city of London on behalf of my tenant while I was working there as well as they purchased my business, outlining the type of business we were in and the risk to our business from this development.

On April 7, 2021, I retained a land Development Lawyer Aaron Platt of Davies Howe Law Firm in Toronto to represent me regarding the development in this area.

Later, he moved to Loopstra Nixon law Firm and continued to represent me.

On April 21, 2021, I hired Kevin Eby of EBY Growth Management Planning Services Ltd. To consult.

On September 9, 2021, I hired Consulting Engineers Jade Acoustics Inc. to consult me as well.

Through Kevin Eby my consultants and I reached out to the city Planning Department with numerous letters, phone calls and meetings to discuss the perilous situation JDA is in because of the proposed development in the hospital grounds.

As of November 29, 2023, I spent \$138,063.28 on all these consultants until we were finally told that no decision will be made in the foreseeable future. At that time, I ended my engagement with them.

My business is small. I spent money on consultants when I should have been spending it on equipment to run the business that my son operates on these premisses since April 2022.

I cannot afford to rehire these expensive consultants any more as whatever money we have, we spend on growing up the business that he runs, NEXGEN POLYMERS INC. whether we install new silos or machinery.

The business does make noise. We cannot avoid it. We used to operate at night but we no longer do. We used to operate on the weekend but we no longer do, and may do so only in emergency.

I have been operating this and similar business like this since 1991 and hope my son can continue to operate his business there for many more years.

He employes people directly and hires more staff as the business grows. He employes via third party people like electricians, millwrights, truck drivers, scale people and more.

As an operating company, there is always a need for specialised people coming in and helping in their way for the smooth and efficient operation of this company.

My fear is that when new tenants come into this area, especially on a high rise with 30 stories high building and look at our plant and hear some noise, the city will get complaints about us.

I think the developer must take mitigating measures to protect his new tenants and us as he comes to an existing situation.

I would like to see new tenants understand there is some noise in this area and sign a waiver to that effect.

Thank you.

Jacob Peretz

President.

JDA Investments Inc.

ZELINKA PRIAMO LTD A Professional Planning Practice

City of London

Planning and Development Department 204-206 Dundas Street

London, ON N6A 4L9 Attention: Barb Debbert

Re:

London Psychiatric Hospital Area Plan OUR FILE: RAV/LON/11-01

We write on behalf of Ravago Company.

The Muehlstein Canada division of Ravago Company operates an industry at 539 and 535 Commercial Crescent, within the industrial area immediately east of the London Psychiatric Hospital (LPH) lands.

Previously under the name Novell Polymers Inc., the company has operated at this site since 1991.

The company receives bulk shipments of a wide variety of plastics in solid pelletized form from Canadian and international sources, mostly by rail. It stores and mixes the pellets in towers for a wide range of plastics manufacturing applications, then ships the mixtures by bulk transport trucks or rail.

Because the plastics remain in pelletized form throughout the process at this site, there are no emissions of fumes or odours emanating from the site. However, the operation is a source of noise and vibration: the shunting of rail cars; the outdoor loading and unloading of train cars and trucks; the transfer and mixing of plastics.

With respect to the noise of the rail siding: this facility of Ravago is one of the largest freight customers of CP Rail in London. In fact, the facility was first built by CP Rail, itself, as a rail terminal building. Ravago's facility now has the capacity for up to 42 rail cars. Shunting activities can occur anytime, six days per week.

Ravago uses vacuum and blowers to load and unload rail cars and trucks, and to transfer pellets among the storage bins and mixing towers. Outdoor electric motors operate anytime 24 hours a day, seven days a week to blend pellet mixtures in the mixing towers. The height of the mixing towers is an additional factor in noise dispersion.

Based on the MOE D-6 Guideline document, the Ravago operation, including the integrated rail siding, would be classified as a Class II Industrial Facility since it is a large-scale facility with outside storage and processing, large production volumes and continuous movement of products during daily operations. It has frequent outputs of potential major annoyance, with a high probability of noise and vibration emissions.

It is our understanding that no noise and vibration study has been undertaken to determine the need for separating distances and/or other mitigating measures between the existing industrial use and any proposed sensitive land use.

Mr. Peretz of Ravago has attended all public sessions relating to the re-use of the LPH lands, and has consistently pointed out the importance of protecting the existing industry from encroachment by residential uses.

We ask that the proposed Area Plan proposal not be dealt with until adequate information has been provided through noise and vibration studies to enable a proper assessment of Guideline D-6 compliance and the identification of appropriate mitigation measures.

Thank you for this opportunity to comment.

We enclose copies of letters submitted in 2010 by Ravago Canada and in 2006 by Novell Polymers Inc. relating to these concerns.

Yours very truly, ZELINKA PRIAMO LTD.

Richard Zelinka, MES, MCIP, RPP Principal Planner

RZ/ld

CC: J. Peretz, Ravago

Attachments

August 5, 2010

MHBC Planning Limited

630 Colborne Street, Suite 202 London, On, N6B 2V2

ATTN: Carol Wiebe

Public Meeting chi ice 29, 2a1 Secondary Plan

Dear Carol.

In response to your questionnaire, I would like to express some comments as to what could affect the operation of our company at 539 Commercial Crescent, London.

Ravago Canada and previously Novell Polymers have been operating at this facility since 1991. Our property borders the east side of the LPH.

This facility provides employment to 12 people directly and many more indirectly like engineers, electricians, construction contractors and workers, drivers, railroad employees, accountants, lawyers and suppliers of the various products that make this plant working efficiently.

As it is in an industrial zone the plant makes some noise considering the train engines coming in and out of this property. Being a busy plant, they can spend several hours at a time shunting rail cars. We also have big electric motors located outside the building, between the building and the LPH eastern fence. These motors can work all day and night.

Our concern is that if you have residential construction too close to our facility, the new tenants may one day complain about noise coming out of our place.

There was a great deal of money already spent on this facility and moving it to a different location will be prohibitive as we rely exclusively on rail service.

We would like to see a wide buffer zone between us and the proposed new homes. Also, planting some trees in between can help reduce a possible disturbance to the new inhabitants.

Please take our concerns into your considerations as we would like to continue operating this facility and have happy neighbors.

Yours truly Jacob Peretz

Ravago Canada Co. General manager

539 Commercial Crescent

London, Ontario N5V 1Z2

RAVAGO CANADA CO.

180 Attwell Drive, Suite 260, Toronto, Ontario CANADA M9W 6A9 Phone:
416.977.5456 • Fax: 416.977.7095

February 14, 2006

Ontario Realty Corporation 1st floor, Ferguson Block 7 Wellesley St. W.

Toronto, Ontario M7A 2G3

Attn: Yvonne Sneyd Administrative Assistant

Re: London Psychiatric Hospital Lands

Dear Madam

I am very disturbed with the proposed development of the LPH lands as they are presented by Strategic Solutions in their preliminary Development Concepts for the LPH Lands.

Novell Polymers is in an industrial area, at 539 Commercial Crescent, bordering on the east side of the LPH.

There is a certain amount of noise coming out of the operation. We have no problems with our neighbors because we are located in a low area. However, if you decide to build just west of our location, buyers will complain once they move into their homes.

Novell has been in this location since 1991. We have created multiple new jobs in the city, we pay our taxes on time, and we have also invested millions of dollars at this site. Novell Polymers is in the process of expansion (again) right now as we add storage capacity in our facility. This will increase our business, thus creating more new jobs.

Having residential homes so close to our site will only create friction between the new homeowners and Novell.

Novell has already inquired about purchasing a strip of land that runs south to north on the east side of the LPH property and adjacent to Novell's property.

We would like to add rail capacity, as our business is growing, and the railroads are our lifeline.

Our business CANNOT be relocated to please potential new homeowners.

Yours truly,

Novell Polymers Inc.

Jacob Peretz

President

Robert Leyland – August 21, 2024 – Email

Planner M. Clark and A. Curtis

Good Morning,

While I have great concerns with the corner of my city becoming congested such as Oxford and Wonderland, I do have another concern. Our peaceful, older area has limited green spaces compared to many areas in the city. Many of my neighbours chose

the area for the larger backyards which provide a place of peace and solitude. The space also provides a great opportunity to entertain and provide solitude for neighbours, friends and family. The space also allows for an opportunity to grow and provide food for our family's needs and share with others.

Regarding the plan for the former hospital grounds, I have yet to understand where the green space will be for this new project (this project is larger than the town I grew up in.) Is there a plan in place to connect this new town with the parks and bike paths south of Dundas? My thought is it would not only add value to the new town, it would make better use of Kiwanis Park and the existing bike/walkway paths that already exist. see the maps below. Has there been a thought to adding a walkway (overpass) to provide safe travel for individuals and families over the railway tracks and Dundas Street to connect the people to this large and lovely green space? It also could connect people to the community gardens as there is space in the park to add to what is already there.

Thank you for your consideration,

Robert Leyland

Appendix F – Internal and Agency Comments

A. Internal Comments – Notice of Application – March 10, 2021

Parks Planning & Design – March 29, 2021

The Parks Planning & Design Section have not received a response to IPR comments provided July 2020. Specifically, why additional open space blocks (165 & 166) were added to the northern portion of this development (in contrast to what was proposed in the secondary plan), and what their ultimate purpose will be.

While the PP&D Section could support Blocks 165 & 166 being dedicated (1:1) as park, we would not support them if they come at the expense of higher priority park land along the CP rail corridor and between the CP Corridor and Dundas Street, as per the Secondary Plan. It should also be noted that no funding exists within the current DC bylaw to support installation of amenities within these Open Space blocks. If the developer wishes these blocks to be an amenity for the community, ideally, they budget to provide the amenities too.

In absence of the required parkland dedication strategy as outlined in the Secondary Plan and consistent with past comments, Parkland dedication has not yet been provided for this site. To support this development and to help the City secure parkland consistent with the Secondary Plan, the Parks Planning & Design Section recommend the following:

- Parkland dedication, consistent with the regulations of the Planning Act, shall be fulfilled through a combination of land dedication and cash-in-lieu of parkland.
- The required dedication based on the submitted plan and proposed zoning, and the 1/300 unit calculation is 6.12 Ha of tableland. This excludes any dedication that may result from future uses of the heritage buildings. To satisfy the known dedication requirement, Parks Planning & Design Section will accept:
 - Park Block 163 as per the Plan. We understand that a strip along the eastern limit of the park is a non-buildable set-back due to adjacent industrial uses. However, as we can likely utilize these lands for full park use, 1:1 dedication is appropriate for the whole park.
 - Block 164 (and Block 165 & 166, subject to above), all at table land (1:1) rates.
 - Non-developable heritage protected open space blocks 167 and 169 at 1:16 rates (rather than 1:27), as they can provide some recreational value
 - Lot 111 and part of lot 112 for open space access at 1:1, as per notes listed below.
 - No credit will be given for block 168 as these are left-over lands that serve no park function. Please remove those from future plans. Perhaps incorporate that into the road allowance to help protect existing trees.

Any/all outstanding balance of parkland dedication shall be provided as cash-in-lieu and shall be calculated consistent with rates shown in Bylaw CP-9 for the type of unit being built. Further clarification and exact numbers will need to be determined through the subdivision process.

Prior to receiving the Heritage Blocks (167 and 169), the applicant shall carry out a tree hazard survey to the City's satisfaction and implement the recommended work to ensure that dedicated lands are safe for public use.

We note that the overall intent of the Secondary Plan was to retain the tree-lined curved driveways on the site. As proposed and assuming standard road cross-sections, we

anticipate that most trees would be removed. We strongly recommend a detailed review of these trees and the proposed road layout and adopt alternative road cross-sections to protect desirable trees, all with input from the City of London Forestry Department.

Within the neighbourhood, linked pathways must extend through the storm water management block as well. Access to this isolated area and pathway needs to be provided along Street H – via lot 111 and by trimming the back 10m of lot 112 to make the corner safe for public use. Coordination of this system is required early in the process.

The City is also interested in discussions about the existing soccer fields and potential use until the lands develop.

While external to the current draft plan of subdivision, the Secondary Plan also identifies an open space block running parallel with the CP rail corridor (west of driveway, south of CP) and we are interested in acquiring the N-S open space corridor along existing non-developable heritage treed driveway south of the CP corridor as well. These lands would be accepted at 1:16, consistent with Bylaw CP-9 and the Secondary Plan. The City would be interested in acquiring those park blocks as part of this development application if the proponent is willing. This would reduce their cash in lieu payment and would allow the City to complete park infrastructure sooner – benefitting the proponent and area residents within this growth zone.

Staff are willing to meet with the applicant and Development Services to decide how best to proceed and how best to support this development progressing.

Urban Design – April 26, 2021

Mike,

Urban Design staff have reviewed the proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments application for above noted address and provide the following comments:

- The applicant is contemplating several major changes to the London Psychiatric Hospital Lands Secondary Plan, and as such, should prepare illustrations showing their proposed changes and the differences between the following Schedules and their proposed schedules, as well as rationale for the changes:
 - Community Structure Plan (Schedule 1).
 - Character Area Land Use Designations (Schedule 2).
 - Sub Area Designations (Schedule 3).
 - Building Height Plan (Schedule 4).
 - Street Hierarchy Plan (Schedule 5).
 - Pedestrian and Cycling Network (Schedule 6) and.
 - Urban Design Priorities (Schedule 8).
- The urban design priorities plan (Schedule 8) identifies the existing views, vistas, and gateways that are present on this site. Provide an analysis on how the modified design takes these priorities into account and how they are being preserved.

General comments:

- Provide for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads and adjacent neighbourhoods:
 - Rushland Avenue should continue through the site and connect directly through to Highbury Avenue, as opposed to ending at 'Street A and jogging to the North.
 - Provide sidewalks on both sides of the streets to allow for safe and accessible pedestrian access throughout the neighbourhood.
 - Explore opportunities to provide more connections throughout the site, as the current configuration results in very large block sizes.
- Appropriately size any corner lots and provide enhanced facades on any street-flanking elevations. Also provide variety of lot sizes to add diversity of built forms.
- Avoid rear-lotting units adjacent to park and open space blocks. Any open space or park blocks with adjacent low density lots should be bounded by window streets, or have units directly fronting onto the open space block.
- Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade.

Zoning comments:

- Ensure the proposed zoning for each block implements the policies of The London Plan. This may include, but is not limited to setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.
- Include either a holding provision or special provision in the zoning for all mixed use and medium / high density blocks to ensure orientation to the street, parks or open spaces.

Provide a conceptual site plan for each of the proposed Mixed Use, High Density and Medium Density Blocks. Considerations for the design of these blocks include:

- Mixed-use, high density and medium density blocks should be oriented to the highest order street (particularly Oxford Street and Highbury Avenue).
- Buildings on corner blocks should be located and massed toward their respective intersections.
- Locate the majority of parking underground with minimal surface parking for accessibility & drop-off functions.
- Ensure all surface parking areas, loading, back-of-house areas, etc. are located away from the street frontage, behind the building.
- High density buildings should be designed with a distinctive base, middle and top with an appropriately sized podium and step-backs above the 4th or 5th storey to create a more comfortable public realm along the street.
- Any ground floor commercial units should be designed with a 'store front' appearance, including increased ground floor height, a high level of transparent glazing, double-doors, canopies, awnings, signage, etc.
- Include active ground floor uses along street facing elevations in order to active the street edge. This could include uses such as: the principle building entrance, lobbies, common amenity areas, and street-oriented units.
- For any ground floor street facing residential, include individual ground floor unit entrances with related courtyards or "front porches" with access directly to the

City sidewalk along the street frontage they face in order to active the street edge. Raise units slightly above ground level for privacy and to reduce the impact of vehicle headlights shining into the units.

- If any blocks require a Bonus Zone, prepare a full set of dimensioned elevations for all sides of the proposed building(s) with materials and colours labelled.
- Further comments may follow upon receipt of the concept plans or elevations.

Landscape Architect – May 5, 2021

Minor clerical point: on Subdivision Application Form and on OPA and ZA Application Significant Features checklist, the applicant does not acknowledge significant landscape, vistas, significant built heritage resources and Cultural Heritage Landscapes

A parkland dedication strategy is to be provided. Many issues with tree retention and management could be resolved if parkland dedication was calculated for the entire site and incorporated the designated historic landscape elements. The management of the trees and landscape elements in the easement would be transferred to the City. Also, if open space area was included in road allowances, many large specimen trees could be retained.

A tree management and planting strategy is to be provided to guide the conservation and long-term management of landscape elements within the historic easement. Maintaining the integrity of the significant cultural heritage landscape must be a priority. It should be noted that to alter the historical easement in anyway: trenches, tree removals, etc. will require the consent of the Ontario Heritage Trust as a condition of the easement agreement. The plan must incorporate invasive species management.

The LPH Scoped OHT Tree Assessment prepared by RKLA, January 2021, uses a tree rating system [non-standard in arboriculture practice] based on location, species composition, and relationship to existing features. This system requires further elaboration. IE what is meant by location? The report assesses trees but does not provide guidelines for management.

Preservation of trees outside of easements.

- The 20.4 Draft Secondary Plan OPA states that a new transportation system will create a strong sense of place. In creating the new transportation system many of the site's existing unique placemaking features, one could say unique provincially -old circulation patterns, views and trees, will be removed. The proposed road alignment and standard engineering practices will necessitate the removal of a significant number of trees from the site contrary to the intent of the Secondary Plan.

As stated in the SP, explore alternative road design to protect and retain large trees. Alternatively, if there is excess open space or park space dedications, these areas could be incorporated into the road allowance to keep trees..

Please be advised of London Plan Policy 399.4b: Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in implementation of this policy.

Stormwater Engineering – May 3, 2021

The Stormwater Engineering Division staff have no objection to this application to amend the Official Plan but is recommending that the Developer negotiate any required easements across the CP rail line lands from Spanner Street as part of this OPA in order for the City to construct the SWM facility. This easement will be for the construction access since this site has very limited access due to heritage features.

For the benefit of the project and concurrently with comments to the 2020 IPR provided by SWED, please let the applicant and his consulting engineer know about the following requirements and issues:

1. As part of the complete submission package after the OPA is complete, please include the following:
 - a. Geotechnical Report;
 - b. Completion of a preliminary water balance for the proposed development, including identifying any incorporated LIDs to manage stormwater flows; and
 - c. Hydrogeological Report.
2. It is noted that the following SWM issues shall be addressed and reflected in the face of the revised draft plan and in all other supporting documentation (i.e., FPR):
 - a. SWM Block (Block 170 in the attached OPA notice of application) should not include the CP Rail spur line lands or the remnant parcel on the south side of the spur line as these lands will not be utilized by the proposed SWM facility. The SWM Block should be adjusted to remove these lands and should also include an appropriately sized spill containment channel along the north side of the spur line adjacent to the SWM Block. The sizing of the containment channel shall be in accordance with CP Rail requirements,
 - b. A dedicated overland flow route block shall be provided to the proposed main cell of the proposed SWM facility from the internal proposed street(s) within the draft plan to accommodate the proposed overland flows from the subdivision. This dedicated block corridor can be a multi-use corridor for both the overland flow route and the maintenance/pathway access route to the SWM facility block. The width of the dedicated block will have to accommodate the above noted functions and all to the satisfaction of the City Engineer,
 - c. The SWM block shall be provided to the City through the normal processes and shall not be encumbered by any natural heritage features at the time the City takes ownership of the Block,
3. Once the final Draft Plan is established further evaluation will be required, likely at the detailed design stage, which may include but may not necessarily be limited to the following:
 - a. Details and discussions regarding LID considerations proposed for the development.
 - b. discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations.
 - c. Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering).
 - d. Development of appropriate short-term and long-term monitoring plans (if applicable).
 - e. Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

Comments for information required for Secondary Plan/OPA Amendment

A previous secondary plan for this site was previously completed by the province of Ontario. The overall population density for this secondary plan which included the site bounded by Dundas Street on the south, Highbury Avenue on the west, Oxford St. on the north and the rail spur line on the east side, was approximately 4000 people.

Neither the Core Area Water Servicing Study and the 2019 DC studies identified significant water infrastructure needs necessary to service this area. However both of these studies utilized the population projections identified from the Psychiatric Hospital Secondary Plan.

It is anticipated that the significant intensification proposed as compared to the previously approved Secondary Plan has the potential to have impacts on a larger portion of the City's water distribution system, and this will need to be reviewed.

It is proposed that the applicant and their engineer should meet to further scope a study to do an appropriate technical review of the water distribution system and its ability to meet the needs posed by the intensification identified. It is anticipated that there will need to be modelling study carried out of the full City System using the City's Infoworks Model to identify whether the water distribution system can meet the demands now proposed or whether improvements will be required.

Comments for requirements for Draft Plan Submission

Water supply for this area is available from the low level water supply system.

Currently there is an existing 400mm watermain on Highbury Avenue N and an existing 300 mm watermain on Oxford Street adjacent to the site. There are existing 150mm watermains on Howland Ave. and Rushland Ave. and these streets will be extended to connect with the street layout of this site

A modelling study will need to be completed prior to the Official Plan Amendment to determine if there are any distribution system improvements required to service this site at the current proposed density.

Section 9.1 of the FPR Existing Services Overview identifies that "the subject site is currently serviced by an extensive private watermain network that is connected to the existing municipal watermain on Highbury Avenue North and includes premise isolation. At this stage, inconsideration of the new ROW alignments, grade changes and infrastructure age, it is unlikely any of the onsite watermain will be able to be maintained in service for the new subdivision development." The City of London would like to confirm that it will be a requirement that new watermain that is to be assumed as municipal watermain will be new watermain constructed at the correct depth and size and within the ROW at an appropriate location. The existing private watermain has not been commissioned or maintained in accordance with municipal standards. No consideration will be given to commissioning any of the existing private watermain for municipal use.

11.2 Projected Water Demands – it should be noted that the Max Day Peaking Factor (CoL DSRM) is 3.5.

The developer shall consider the servicing of the future development block which is currently 840 Highbury Avenue (or the Former DND site) to Street A within the plan.

Design Studies for the internal water distribution system modelling will need to be undertaken and submitted at the time of subdivision application. Previous hydraulic analysis undertaken for the previous secondary plan which were at a lower density than proposed and which modelled connections to the Watermains on Dundas Street, Oxford

Street, Highbury Avenue, Howland Avenue, Rushland Avenue and Spanner Street are not valid for the currently proposed draft plan and subdivision plan.

There is a potential Watermain Oversizing claim of \$82,500 for 1500m of 300mm watermain through the site. Any oversizing claims will be based on hydraulic modelling and a demonstrated need to oversize watermain for the benefit of lands outside of the plan.

Phasing - it is indicated that lands within the Phase 1 area will have service connections made to Highbury Avenue. (See Figure Number 9 Proposed Water Servicing Strategy and Figure Number 11 Proposed Service Phasing Strategy). It is noted that the municipal watermain on Highbury Avenue is located on the west side of the road, and would require service cuts along the full width of this arterial roadway for all service connections made. It is required that Water Servicing for the Phase 1 area be made to the internal watermain to be constructed for the subdivision through Street A and Howland Avenue, and that one municipal watermain connection be made to Highbury Avenue.

Transportation Planning & Design – May 13, 2021

Please note that we will need the Transportation Impact Assessment (TIA) submission in order to provide a proper review and comments for the LPH lands..

Additionally the ROW- Right of Way lanes design should be as per Complete Streets guidelines specifications.

RT comments:

- Highbury Avenue North and Oxford Street East are Rapid Transit (RT) Corridors. Construction of these RT Corridors are tentatively planned for 2022-2024.
- With the implementation of RT on Highbury Ave and Oxford Street E, a raised concrete median will be constructed along the centre of the road. This median will restrict turning movements at driveways and unsignalized intersections to right-in/right-out only. For this property, two new signalized intersections are proposed at (Highbury Ave adjacent to the Canada Post access and at Oxford Street E across JP11 Secondary School access).
- The preliminary engineering design of the RT system in the area of this property is outlined in the attached EPR Drawings NE08 to NE11.

For internal to be coordinated with TP&D:

- A maximum of 7m of Oxford Street E is required for RT based on 30% drawings
- A maximum of 13m of Highbury Ave is required for RT based on 30% drawings
- Ultimately, if Transportation is taking the maximum 24m width from CL, then this would cover the RT requirements.

London Advisory Committee on Heritage – April 22, 2021

1. THAT the following recommendations of the 850 Highbury Ave (London Psychiatric Hospital Lands) Working Group be accepted by LACH, it being noted that:
 - A. Sufficient information has not been received as part of the application in order to appropriately assess the impacts of the proposed applications on the significant heritage resources on this property. With respect to the HIA provided, LACH notes the following:

- i. The HIA should be prepared by a qualified heritage professional.
 - ii. The HIA should include an assessment of impacts to identified heritage resources of the proposed development, among other content as identified in Info Sheet #5 provided by the Ministry of Heritage, Sport, Tourism and Culture Industries. The HIA provided with the application does not speak to the impacts of the proposed development or proposed policy changes on the cultural heritage resources on the site.
2. LACH is supportive of maintaining the overall land use concept identified within the proposal, which is generally consistent with that in the London Psychiatric Hospital Secondary Plan (LPHSP). This includes the proposed low density residential in the core area with concentration of higher densities along adjacent arterial roadways (the 'bowl' concept) and the revisions to the road and pedestrian networks, which appear to support the protection and enhancement of the cultural heritage resources.
3. LACH emphasizes the need to consider the built heritage resources as landmarks within the cultural heritage landscape, and that the assessment of impacts must address the cultural heritage landscape including views and vistas as described through the appropriate governing documents.
4. LACH acknowledges the differences or 'inconsistencies' between elements of the Heritage Conservation Easement, designating by-law L.S.P.-3321-208, and the LPHSP as identified within the HIA, but notes that these documents each have different forms and functions, and do not necessarily conflict (save for mapping discrepancies). Where these differences or 'inconsistencies' are identified, the more detailed description and assessment should apply.
5. LACH does not support many of the proposed changes to heritage policies within the LPHSP which serve to reduce protection of the heritage resources and introduce greater uncertainty. We note that sufficient rationale or justification for these revisions to heritage policies have not been provided within the Final Proposal Report or HIA. Examples include but are not limited to:
 - A. LPHSP 20.4.1.4 – “Retain as much of the identified cultural and heritage resources of the area as *possible feasible*.”
 - B. LPHSP 20.4.1.5.II.a) – “provide forand mixed-use buildings *where possible*.”
 - C. LPHSP 20.4.2.2 – “Development proposed through planning applications... will need not only to consider the significant heritage buildings, but also the unique cultural heritage landscape *where possible*.”
 - D. LPHSP 20.4.3.5.2.III. d) “Built form adjacent to the Treed Allee within the Heritage Area ~~shall~~ *should be encouraged* to oriented towards the Allee in applicable locations.”
 - E. LPHSP 20.4.4.10 - “shall” to “should”
6. LACH requests clarification from City Heritage and Planning staff on the next steps with respect to this development application, including how the impacts to built heritage resources and the cultural heritage landscape will be assessed and addressed as the planning and design phases progress. For example, can/will an HIA be required for subsequent zoning bylaw amendment applications and/or site plan applications? LACH respectfully requests that these assessments be provided to LACH for review and comment.
7. LACH respectfully requests to be consulted early on any proposed changes to the designating bylaw or heritage conservation easement and would welcome a delegation from the proponent to present on heritage matters on the property.

8. LACH requests information from City Staff and/or the proponent on the current physical conditions of the heritage structures on the site.

Heritage – May 19, 2021

See heritage planning comments re: 39T-21503 / OZ-9328 - 850 Highbury Avenue North

- The heritage impact assessment (HIA) is insufficient as submitted. It essentially constitutes a review and commentary of select heritage documents governing the property with the purpose of identifying inconsistencies in policies/content among these documents; this is not the purpose of an HIA.
- Note that the review of the LPH Secondary Plan alongside the heritage easement agreement (HEA) and designating by-law is incorrectly positioned. Secondary Plans are undertaken to provide for comprehensive assessment and planning purposes; it is a detailed master plan (w/policy direction) for a specific area of the city. Designating by-laws and in some circumstances, aspects of HEAs, are more targeted to identifying and describing significant cultural heritage features/attributes. Generally, the intent of the HIA is to describe what's being proposed, identify impacts on heritage attributes, and recommend mitigation approaches. Longer-term conservation measures can be addressed through a Conservation Plan (which may or may not be a separate document). The submitted HIA did not achieve the expected intent.
- Heritage planning does recognize that some heritage matters were discussed in the PJR, but suggest that they be extracted from this report and framed within the intent of an HIA.

Recommend the following:

- That the heritage consultant work closely with the City's heritage planner to better define the scope of a resubmitted HIA; this should include a Conservation Plan as a component, or as separate report.
- Note that the City had initial discussions with Meaghan Rivard (Stantec) and Heather Garrett (Zelinka Priamo) – when the proposal was submitted for pre-consultation – regarding the preparation of a Strategic Conservation Plan (SCP) to better navigate heritage requirements for the site. The City is recommending that this course of action be taken as part of the OP/ZBA approval process.

Please note that I am unable to essentially provide meaningful comments on what was submitted because it does not meet the expected form and content of a heritage impact assessment.

Sewer Engineering – May 27, 2021

SED comments as requested for a Secondary Plan/OPA amendment are as follows;

In reference to a previously completed secondary plan in 2011 and its updates – the original Plan as applied was for the area on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CPR spur line and comprised of approximately 77 hectares. The contemplated populations and densities were 3 times less than what is currently being proposed.

The proposed LPH lands under this current review are bounded by Oxford Street to the north, Highbury Ave to the west, and existing developments to the east and north of the Rail line. (approx. 58.1Ha)

There is an existing 600mm diameter sanitary sewer on Dundas Street and a 450mm to 600mm diameter sanitary sewer (which is acting as a combined sewer) on Highbury Ave that meet at the intersection of Dundas at Highbury and flows south along Highbury via a 750mm sanitary sewer and ultimately to the Vauxhall Wastewater Treatment Plant (WWTP).

Albeit the CASS study shows the LPH lands it did not address it in any detail and since the downstream sanitary sewers are not in the study area and were not assessed. The East London Servicing Study (ELSS) also does not explicitly speak to expected increases above ordinary population growth within the entire Vauxhall Sewershed. It is noted there are substantial wet weather flows and combined sewers in the Vauxhall sewershed which may constrain the collection system which is under continued review. And while it is acknowledged Vauxhall Waste Water Treatment plant (WWT) is expected to have some upgrade/expansions with tentative timing in 2024; It is further noted that there is only 6.0 MLD remaining operating capacity at the Vauxhall Plant that is expected to serve the entire Vauxhall sanitary sewershed.

As part of a possible OP amendment or as part of a complete application SED offers the following comments:

1. The densities and population proposed in this recent FPR exceed the City of London design specifications and are also 3x greater than previously submitted servicing feasibility investigations. This would place a significant strain on the City's growth servicing and wastewater treatment capacity projections, and these densities would displace extensive planning efforts that have already been developed and implemented by WasteWater Operations.
2. The Applicant is to confirm how their objectives, population and densities are in keeping with the Secondary Plan, and provide guidelines that will help better establish timing and sources of growth dollars that may need to go towards downstream upgrades and plant expansions beyond what has been identified in current development charges and growth studies. Separate and focused planning studies are recommended in order to fully understand the impact of the proposed doubling of approved capacity in this area.
3. Reuse of the existing internal sewers and infrastructure is not considered feasible, and based on the age and relatively unknown condition of the existing private 525mm sewer which parallels the Treed Allee. As noted in the FPR this sewer is a source of i&i and it will likely need to be replaced with adequate maintenance access if it is to be assumed by the City;
4. Provide detail or resolution relating to Railway (CPR) crossings;
5. It is expected all sanitary connections and access will be to future internal sewers and roads as part of a future plan of subdivision.
6. Provide a phasing plan and timing for the full proposed development and provide the Applicant's expectations regarding collection system upgrades and plant expansions.
7. The status of the existing 250mm diameter sewer at the southwest corner of the site is still unclear and whether it can be properly abandoned and removed as a possible source of I&I ;
8. Enhanced I&I measures are encouraged to mitigate flows within the proposed development.

SED is expecting an open dialogue regarding wet weather flows in this sewershed, as well as, WWT plant capacity and timing of possible upgrades

Planning and Development – June 4, 2021

We have reviewed the proposed Official Plan Amendment and provide the following comments (these comments do not relate to the Plan of Subdivision Application or Zoning by-law Amendment application):

Proposed Change in Language

Staff is not supportive of the proposed changes in language in regard to changing words like “shall” and “will” to “should”, “encourage” and “where possible” along with other variations of this type of change. The original language has been used to ensure that the details of the secondary plan can be achieved. The existing language provides sufficient flexibility when implanting the plan while ensuring the policies are implemented in a manner that help achieve the vision of the plan. The proposed changes in language would fundamentally undermine the goals and vision of the plan.

Built Form and Intensity

Staff understands the desire to use the Transit Village policies of The London Plan to justify increases in height and density within the LPH Secondary Plan. Given that this is the basis for some of the proposed changes, Staff feel that the built form and intensity policies of the Transit Corridors Policy Areas of the LPH Secondary Plan should be more in keeping with the intent of the Transit Village policies. The Transit Corridor policies should look at adopting a similar policy context as The London Plan (The LP). The proposed heights should not exceed permissions of the Transit Village and bonusing for greater heights (up to 22-storeys) will default to the policies of The LP. The draft Masonville Secondary Plan provides some insight as to how this can be achieved.

Density within the Plan

Staff are willing to increase base densities within the Residential Area and Village core however, large increases in density should be reviewed on a site-specific basis and bonusing or inclusionary zoning (in the future) will be used to ensure appropriate facilities, services and matters are being provided for these increases in density. Staff is not supportive of the proposed densities being permitted as-of-right.

Northern Portion of Allee/Pedestrian Corridor

Staff are concerned with the proposed road network which extends the Allee to the north out to Oxford Street and its departure from the intent of the plan. Additional discussion will be required to come to an agreement as to how this corridor can be established while meeting the intent of the plan. Consideration to removing a Street “C” between Rushland Ave and Howland Ave and providing an open space corridor could help resolve Staff’s concern.

Stand Alone Commercial uses will not be permitted.

The inclusion of stand-alone commercial uses defeats the intent and vision of the secondary plan. An effort was made to ensure that the site develops as a mixed-use residential community. Staff is not supportive of removing language which would lead to the development of stand along commercial uses within the Village Core of Transit Corridor.

Near Campus Neighbourhood concerns

The proposed amendments remove any reference to policies which were in place to help curb near campus neighbourhood issues. If the subject site was not part of a Secondary Plan, it would have been included within the Near Campus Neighbourhood (NCN) area and subject to the full range of NCN policies. Staff have identified policies which should remain regarding near campus neighbourhood issues.

South Residential (SE corner)

Staff is not supportive of the proposed road configuration for the lands located between the Allee, Stormwater Management block and Industrial lands to the east. This is a significant departure from the secondary plan and contradicts specific policies of the plan. It also creates concerns regarding the proposed proximity of rear yards to industrial uses as well as the rear lots onto Allee. A noise study and feasibility analysis have not been completed to justify the proposed lotting pattern and land use in closer proximity to the industrial lands.

Reconsideration should be given to maintaining a window street along the edge of the Allee, SWM pond and open space corridor. Staff are open to providing cluster housing within an individual block as opposed to single detached dwellings in order to create this window street.

Additional consideration should be given to widening the park corridor along the easterly edge to help establish an appropriate buffer from the existing industrial uses.

Village Core

Staff have concerns about the reduction of size and removal of policies in regard to the Village Core. The LPH Secondary Plan refers to this area as the “Heart” of the community and even suggest that the development of this area should be prioritized regarding development phasing for the entire lands in order to establish the vision for the Community. The Village Core should be reintroduced at the main entrance at Highbury Ave N.

Additional comments are included within the red-lined LPH Secondary Plan document that was submitted with the application.

B. External Comments – Notice of Application – March 10, 2021

Bell Canada – March 10, 2021

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“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.

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.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the 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.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Canada Post – March 10, 2021

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post:

1. include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - a. that the home/business mail delivery will be from a designated Centralized Mail Box.
 - b. that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
2. the owner further agrees to:
 - a. work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - b. install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - c. identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - d. determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
3. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, please update our office so that we may determine any impact on mail service.

Canada Post appreciates the opportunity to comment on the above noted application and looks forward to working with you in the future.

Conseil Scolaire Viamonde – March 11, 2021

The Conseil scolaire Viamonde may have concerns with potential shadow impacts of the proposed development at 850 Highbury Avenue North and would request a shadow study with a future development application. Aside from that, the Conseil scolaire Viamonde has no comment regarding the planning application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendment (39T-21503 / OZ-9328).

CP Rail – March 15, 2021

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company.

CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. Those guidelines are found at the following website address:

<http://www.proximityissues.ca/>

The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change.

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Enbridge Gas Inc. – March 10, 2021

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s (operating as Union Gas) request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Hydro One – April 3, 2021

The underground circuits appear to be on the other side of Oxford street East. Can I send a no comment or would you like me to prepare a subdivision - BI58 – no uses letter for this request?

London Hydro – March 23, 2021

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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

C. External Comments – Circulation to School Boards – December 21, 2021

Thames Valley District School Board – January 19-20, 2022

TVDSB would like to request an 8 acre school block within the Draft Plan, and NF1 zoning on the school block to permit a school.

In addition, the proposed development is located within the attendance area for FD Roosevelt PS. Given then capacity of this school, TVDSB requests that the following clause be included as a condition of Draft Plan Approval for the proposed development:

“The Owner shall inform all Purchasers of residential lots by including a condition in all Purchase and Sale and/or Lease Agreements stating that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education, therefore the subject community may be designated as a "Holding Zone" by the Thames Valley District School Board and pupils may be assigned to existing schools as deemed necessary by the Board.”

The Board regularly reviews accommodation conditions across all elementary and secondary schools and will provide updated comments as necessary. Thanks for keeping us informed about this application. Please let us know if you would like to have a further discussion about any of the comments provided above.

Our preference would be a corner lot. We would be looking for the full 8 acres to be able to accommodate parking and any potential future expansions.

Conseil Scolaire Viamonde – January 25, 2022

Thank you for contacting the Conseil scolaire Viamonde regarding a potential school site for the plan of subdivision located on the former London Psychiatric Hospital.

The Conseil scolaire Viamonde currently has an elementary school located just south-west of this location (1260 Dundas St) which still has capacity and can be expanded with portable classrooms, if needed. The Board therefore does not have a need for a new school site within the plan area.

Thames Valley District School Board – March 8-9, 2022

The layout and configuration of the block will work — we’re just digging into the wording of the easement and will advise of any questions or comments shortly.

One of the considerations for us is the need to establish a fenced yard for outdoor amenity and play space. Is there any opportunity to do so within the location of the heritage easement? Could you also please confirm the land area that the easement covers as part of the proposed school block?

Please assume 600 students and staff for the purposes of the analysis. Regarding the easement, we’d appreciate some confirmation from the Trust regarding what they’d permit in the way of a school yard in this area — no need for formal approvals, but general parameters regarding what they’d consider to be acceptable please. Happy to connect on a call to review.

D. Internal Comments – Notice of Revised Application – April 4, 2022

London Advisory Committee on Heritage – April 14, 2022

London Advisory Committee on Heritage (LACH) is satisfied with the research and conclusions of the Legacy Village Heritage Impact Assessment (HIA), dated January 31, 2022, from Stantec Consulting Ltd., with respect to the property located at 850

Highbury Avenue North and supports the format of a more detailed HIA that conserves the Cultural Heritage Resources and Cultural Heritage Landscapes (buildings and surroundings on the property);

Water Engineering – April 22, 2022

With regards to the Revised Application for 850 Highbury Ave North, Water Engineering has the following comments and revisions:

With respect to the Secondary Plan/OPA Amendment, the water servicing report submitted is acceptable for the purpose of proceeding with the OPA Amendment. It is not sufficient to meet draft plan requirements, and further comments are provided below in that regard.

With respect to Draft Plan Submission and Zoning, the applicant will be required to update the previously submitted FPR (2021) to address the comments which were provided previously in 2021. No submission of water servicing that addressed draft plan requirements was made with the most recent submission.

As identified previously, it is a requirement for the blocks which are identified to be part of Phase 1A and Phase 1B to be connected to the municipal watermain which will be located internal to the subdivision on Street 'A'/Howland Avenue. It will be permitted to make 2 connections to the municipal watermain on Highbury Avenue and to the Municipal Watermain on Oxford Street.

The owner shall provide a water servicing report as part of the design studies submission which identifies the size of the watermains for the subdivision and the size of the connections to Highbury Avenue and to Oxford Street.

It is requested that the owner modify the extend of watermain constructed as part of the Phase 1A/1B works to include internal connections to both watermain connections to Highbury Avenue and to both watermain connections to Oxford Street to facilitate coordination with the BRT construction works. It is noted that the easterly road connection to Oxford Street (Street 'E') is identified within phase 3 of the proposed subdivision.

The current timing for the BRT works which will be constructed by the City of London are – Highbury Avenue from Oxford to the DND lands 2023, Oxford Street from Highbury Ave to Second Street in 2024. The owner and their consultants are also requested and required to coordinate with the City of London Design teams to provide the design information with respect to the size and the location of the watermain connections to be made as part of the BRT work to this site. Anticipated timeframes for the information requirements for the Highbury Connections would be October 2022 and the anticipated timeframe for information requirements will be October 2023.

Previous comments for Draft Plan Submission provided in 2021 are listed below and modified as necessary.

- Currently there is an existing 400mm watermain on Highbury Avenue N and an existing 300 mm watermain on Oxford Street adjacent to the site. The City of London plans to upgrade the 300mm watermain on Oxford Street fronting the site to a 400mm watermain. There are existing 150mm watermains on Howland Ave. and Rushland Ave. and these streets will be extended to connect with the street layout of this site
- Section 9.1 of the FPR Existing Services Overview identifies that “the subject site is currently serviced by an extensive private watermain network that is connected to the existing municipal watermain on Highbury Avenue North and includes premise isolation. At this stage, inconsideration of the new ROW alignments, grade changes and infrastructure age, it is unlikely any of the onsite watermain will be able to be maintained in service for the new subdivision

development.” The City of London would like to confirm that it will be a requirement that new watermain that is to be assumed as municipal watermain will be new watermain constructed at the correct depth and size and within the ROW at an appropriate location. The existing private watermain has not been commissioned or maintained in accordance with municipal standards. No consideration will be given to commissioning any of the existing private watermain for municipal use.

- 11.2 Projected Water Demands – it should be noted that the Max Day Peaking Factor (CoL DSRM) is 3.5.
- The developer shall consider the water servicing of the future development block which is currently 840 Highbury Avenue (or the Former DND site) to Street A within the water servicing plan to be submitted.
- Design Studies for the internal water distribution system modelling will need to be undertaken and submitted at the time of subdivision application. Previous hydraulic analysis undertaken for the previous secondary plan which were at a lower density than proposed and which modelled connections to the Watermains on Dundas Street, Oxford Street, Highbury Avenue, Howland Avenue, Rushland Avenue and Spanner Street are not valid for the currently proposed draft plan and subdivision plan.
- There is a potential Watermain Oversizing claim of \$82,500 for 1500m of 300mm watermain through the site. Any oversizing claims will be based on hydraulic modelling and a demonstrated need to oversize watermain for the benefit of lands outside of the plan.

Phasing

- it is indicated that lands within the Phase 1 area will have service connections made to Highbury Avenue. (See Figure Number 9 Proposed Water Servicing Strategy and Figure Number 11 Proposed Service Phasing Strategy). It is noted that the municipal watermain on Highbury Avenue is located on the west side of the road, and would require service cuts along the full width of this arterial roadway for all service connections made. It is required that Water Servicing for the Phase 1 area be made to the internal watermain to be constructed for the subdivision through Street A and Howland Avenue, and that one municipal watermain connection be made to Highbury Avenue.

Parks Planning and Design – April 22, 2022

PP&D has reviewed the revised draft plan of subdivision for the purpose of the proposed Official Plan amendments. PP&D will provide full comments and conditions for the draft plan of subdivision approval and zoning by-law amendment in the future.

The proposed revision shows Open Space blocks 145, 146, 147, 148 and 149. (btw there are two block 148's the OS in the middle and a MDR on the east).

Parkland dedication has not yet been provided for this site. Parkland dedication, consistent with the regulations of the Planning Act, shall be fulfilled through a combination of land dedication and cash-in-lieu of parkland. Complete Parkland Dedication will be provided in the future with complete PP&D comments for draft subdivision approval and zoning by-law amendments. The form of compensation for the park blocks will need to be confirmed.

Previously PP&D supported taking all of Block 145 (formerly Block 162) including the 15m buffer corridor at a table land rate of 1:1 as the 15m corridor could accommodate a City pathway.

The required noise and vibration study now recommends that a 3.5m high berm be installed in the 15m buffer. 2:1 slopes would be required to fit the berm in the 15m corridor. The berm could not be landscaped and maintained operationally and would be required to be naturalized. This would not permit a City pathway to be constructed in the 15m buffer. A clear, flat corridor of 15m from the base of the berm is required to accommodate a City pathway. The lands required for the berm would not be considered at table land rate of 1:1 and could be considered at a constrained rate of 1:16. The reduced 1:16 rate would include all the land required to accommodate the berm in the park block area of Block 145 (balance of park block taken at 1:1). As a condition of subdivision approval the owner's Landscape Architect will be required to provide drawings to show amenities that meet the requirements of a neighbourhood park.

Also, an open space block was removed from the north side of Rushland Avenue east of Street C. It has been replaced with institutional Block 144. It shows on the attached amendment schedules as an open space block. My understanding is that the open space blocks on the north side of Rushland Ave east and west of Street C are to protect existing mature trees (blocks 165 and 166 on previous plan). You may wish to consider removing the Open Space designation from Block 144.

Sewer Engineering – April 28, 2022

As requested see SED comments on the recently revised official plan amendment (OPA) submission. This is to be read in conjunction with our previous OPA/FPR comments provided on 5/27/2021 ;

Based on the secondary plan and its updates – the original Plan as applied was for the area on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CPR spur line and comprised of approximately 77 hectares at much lower populations and densities than what is currently being proposed.

This current revised OPA as proposed for the LPH lands is bounded by Oxford Street to the north, Highbury Ave to the west, and existing developments to the east and north of the Rail line. (approx. 58.1Ha)

There is an existing 600mm diameter sanitary sewer on Dundas Street and a 450mm to 600mm diameter sanitary sewer (which is acting as a combined sewer) on Highbury Ave that meet at the intersection of Dundas at Highbury and flows south along Highbury via a 750mm sanitary sewer and ultimately to the Vauxhall Wastewater Treatment Plant (WWTP).

Based on this recent OP amendment and as part of a complete application and a future revised FPR, SED offers the following comments:

1. The densities and population proposed exceed the City of London design specifications and will place a significant strain on the City's growth servicing and wastewater treatment capacity projections, and could displace extensive planning efforts that have already been developed and implemented by WasteWater Operations. Notwithstanding, we also recognize high level discussions between the Applicants consulting engineer - Development Engineering, SED and WWTO on July 28, 2021 where it was expressed that the overall population would be reduced from the proposed IPR numbers and also included a request to be allowed to direct some flow from their Phase 1 to the Highbury Ave sewer. Based on the revised OPA and attached preliminary phasing figure a maximum population of 3300 is being proposed to Highbury Ave and the entire area of this OPA will result in a total population for the entire LPH lands of 10,000 to 11,000.
2. Based on the attached heritage impact assessment it showed a proposed storm and sanitary sewer alignment including 2 options. The replacement and alignment options proposed indicate a sanitary sewer which parallels the Treed

Allee and will require further discussion and details provided as part of the FPR including sizing, gradient, depth, horizontal separation from the proposed large diameter storm sewer and adequate easement widths and maintenance access. And the FPR will need to provide added detail at the CP rail crossing and beyond to the ultimate connection to the 600mm diameter sanitary sewer on Dundas St. Provide all details and resolution related to Railway (CPR) crossings;

3. It is expected all sanitary connections and access will be to future new internal sewers and roads as part of a future plan of subdivision.
4. The Preliminary Phasing figure while sufficient to describe proposed phasing and timing could stand to be revised to be clearer with respect to proposed populations and areas and cumulative populations and should be compared against standard design specifications for density and population. It seems that areas and proposed populations in the charts do not match any known standards. Additionally, it could be simplified to show the maximum population and area being proposed to their respective municipal sewer.
5. The status of the existing 250mm diameter sewer at the southwest corner of the site was mentioned which will likely need to be further addressed at the FPR stage to ensure proper abandonment and removal as a possible source of I&I ;
6. Enhanced I&I measures are encouraged to mitigate flows within the proposed development.
7. SED recognizes as part of the Secondary Plan, the lands along Dundas St south of the CP tracks and bisected by the Treed Allee also known as 1414 Dundas St currently owned by this Applicant, was not included as part of this revised OPA. Although it is expected this will be a future phase of development, however, noting the projected increases in densities over design specs being sought on the LPH lands and noting servicing alignments and routing will go through this land it would have been helpful to have also included this area as it would be more comprehensive.

SED' expectation going forward is that the details can all be worked out as part of the revised final proposal report/design studies.

SED is expecting an open dialogue regarding wet weather flows in this sewershed, as well as, WWT plant capacity and timing of possible upgrades

Ecology – April 28, 2022

Just confirming that there are no ecology comments/study requirements.

Stormwater Engineering – April 28, 2022

Stormwater Engineering Division staff provide the following comments to the applicant in response to the circulated OPA. The following comments are anticipated to be addressed through the Draft Plan and zoning amendment process.

1. The London Psychiatric Hospital Lands Stormwater Servicing Class Environmental Assessment (Stantec, 2011) has expired and will be updated through the City's detailed design of the SWM pond. This update will require medium density blocks to provide on-site PPS controls. The EA update may impact the sizing of the SWM block which may impact the layout of Street H and surrounding lots (e.g., Lots 98 to 102 and 116 to 119).
2. The CP Rail spur line and the associated spill containment ditch (see picture below) will not be included in the SWM Block conveyed to the City and will remain in private ownership. The face of the draft plan and associated supporting

documentation should be revised/updated as part of a future Draft Plan of Subdivision application.

3. The applicant is to identify easements across the CP rail line lands from Spanner Street as part of this OPA in order for the City to construct the SWM facility. These easements will be for the construction access since this site has very limited access due to heritage features. The provision of these easements will be a requirement of the Draft Plan.
4. The geotechnical report shall include discussions and recommendations of the potential contaminated soil within the SWM block.
5. It is noted that phase 1A and phase 1B as indicated in the attached preliminary phasing figure will likely be developed before the LPH SWM facility being constructed and operational. These phases will require the design and construction of on-site SWM controls and interim quantity controls for major flows before discharging to Highbury Avenue as well as coordination with the City's Rapid Transit project. The development of phase 2 and 3 will be subject to the LPH SWM facility being constructed and operational.
6. As part of the complete draft plan submission package, the applicant should include the following:
 - a. A revised/updated FPR;
 - b. Updated/revised Geotechnical Report;
 - c. Updated/revised Hydrogeological Report including a preliminary water balance strategy for the proposed development. Updated report should include laboratory results of soil and groundwater analytical testing, to confirm the environmental status of the Site.
7. Once the final Draft Plan is established further evaluation will be required, likely at the detailed design stage, which may include but not necessarily be limited to the following:
 - a. Details and discussions regarding LID considerations proposed for the development to address infiltration and water balance requirements;
 - b. Discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations;
 - c. Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering);
 - d. Development of appropriate short-term and long-term monitoring plans (if applicable);
 - e. Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

Urban Design – May 9, 2022

Urban Design staff have reviewed the proposed London Psychiatry Hospital(LPH) Secondary Plan Text Amendments Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments application for above noted address and provide the following comments:

The applicant is commended for incorporating majority of the requested text amendment including additional urban design policies and pending schedules as part of the secondary plan amendment. However, there are still certain areas and polices that need to be revised/incorporated based on previous staff comments both in the secondary plan and draft plan of subdivision. The following comments/issues should be addressed and updated in the secondary plan policies and schedules and draft-plan of subdivision as part of the Official plan and Zoning By-Law Amendment Application.

General comments:

- Provide for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads and adjacent neighbourhoods:
 - Rushland Avenue should continue through the site and connect directly through to Highbury Avenue, as opposed to ending at 'Street A and jogging to the North.
 - Align 'Street G' to be close to the infirmary building to allow for both Eastward and Westward views into the heritage building and also allows for a developable street-oriented low/mid-rise block further north as opposed to the proposed single family detached units.
 - Redesign the 'Street H' in the South Residential block in such a way that the block provides orientation to the Treed Alle along East , Open space block(SWM block) in the south and an optimum developable Mid-rise block along East.
- The approach to include significant amount of low-rise uses is contrary to the London Plan Policies and the Transit Village Place Type. Single family detached units shall not be generally permitted in the secondary plan area.
 - Replace the proposed single family detached units with other compact low-rise forms such as townhouses, stacked townhouses, back to back townhouses or stacked back to back townhouse units, or smaller apartment buildings.
 - If there is a desire to still include single family detached units, consider only the following locations
 - Adjacent areas of existing single family residential lots along North Eastern boundary between Rushland Avenue and Holland Avenue
 - Adjacent areas of the proposed Open Space/ SWM location and the treed Alle along the South East portion of the LPH lands.
- Avoid rear-lotting units adjacent to park and open space blocks. Any open space or park blocks with adjacent low density lots should be bounded by window streets, or have units directly fronting onto the open space block.
 - The South Residential Block should be oriented to the Treed Alle and the Open Space block(SWM block) by either orienting the units along the open space with walkway connections or through a window street along the Treed Alle and the Open Space block
- No Standalone- commercial buildings shall be permitted in the secondary plan area, especially within the Village Core. The buildings should be designed as low/mid-rise mixed use buildings with commercial/non-residential uses at grade and residential units above to essentially function as a live/work unit and thus contributing to the vibrancy and main street character of the Village Core.

- The High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the podium, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.
- Appropriately size any corner lots and provide enhanced facades on any street-flanking elevations. Also provide variety of lot sizes to add diversity of built forms.
- Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade.

Zoning comments:

- Ensure the proposed zoning for each block implements the policies of The London Plan. This may include, but is not limited to heights setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.
 - Ensure that the heights proposed are generally in line with the London Plan Place Type policies standard height permissions for each place type and proposed zoning. A minimum of two stories in height is required for any buildings within the secondary Plan Area
 - The proposed range from 1 storey for single family detached units are not permitted.
 - The heights of the high density blocks within the Transit Village range from 3-22. The standard height of 15 storeys will be given as maximum and access to additional height up to 22 storeys will be commensurate with the provision of exceptional urban design, public benefit opportunities including but not limited to affordable housing, landscape amenity areas etc.
 - The height should also transition within the block as it interfaces with varying hierarchy of street and land uses according to the Urban design policies of the secondary plan.
- Include either a holding provision or special provision in the zoning for all mixed use and medium / high density blocks to ensure orientation to the street, parks or open spaces.
- Ensure that the proposed Zoning for the 'School block' requires the design of the school campus to be contemplated in an urban, transit focused context requiring less paved areas for parking and driveways and lean towards denser built form with landscaped open spaces including play grounds and amenity areas.

Provide a conceptual site plan for each of the proposed Mixed Use, High Density and Medium Density Blocks.

E. External Comments – Notice of Revised Application – April 4, 2022

Bell Canada – April 4, 2022

Thank you for your circulation on 39T-21503 / OZ-9324 - Notice of REVISED Application - 850 Highbury Avenue North - Old Oaks Properties (WARD 3) - Planner: Michael Clark. Your email has been received and relayed to Bell staff for review. The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated on any future materials related to this development project or

infrastructure/policy initiative. Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Enbridge Gas Inc. – April 4, 2022

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 Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

London Hydro – April 5, 2022

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

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

Upper Thames River Conservation Authority – April 7, 2022

The Upper Thames River Conservation Authority (UTRCA) has reviewed these applications with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard and natural heritage policies contained in the Provincial Policy Statement (2020, PPS).

CONSERVATION AUTHORITIES ACT

As shown on the enclosed mapping, the lands located to the south of the railway line [outlined in purple], beyond the limits of the currently proposed plan of subdivision [outlined in red] are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the Conservation Authorities Act. The regulation limit is comprised of a wetland feature and the surrounding area 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.

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.

RECOMMENDATION

Given that the lands which are the subject of this application, are not regulated, the UTRCA has no objections or Section 28 permit requirements. In the future, when the balance of the lands which include a regulated wetland and the surrounding area of interference move through the planning process, the necessary approvals will need to be obtained from the Conservation Authority.

Hydro One – April 22, 2022

We are in receipt of your Draft Plan of Subdivision Application, 39T-21503 dated April 4, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

Ontario Heritage Trust – May 4, 2022

We have reviewed the Heritage Conservation Easement Agreement, the legal description of the property and obtained the associated reference plan the easement refers to, all of which confirm that the land/trees surrounding the roads are protected by the easement agreement. Unfortunately, from what I understand of my predecessors notes on the matter, the secondary plan does not entirely align with the easement agreement, and some roads were adjusted due to municipal standards for infrastructure. The intent of the easement as you mentioned is to retain as much of the existing landscape features as possible, when lot lines were drafted this was taken into consideration, I suspect municipal constraints and the secondary plan required more space than the HCEA allotted. I believe this is where we see those discrepancies, between what should and is protected by the HCEA and recent development plans.

I have attached the reference plan in question for your review, and the legal description of the property from the easement agreement. Perhaps if this plan is overlaid with the official plan and zoning by-law amendment it would provide sufficient information for the defined boundaries of the protected easement lands.

Please let me know if the attached documentation is sufficient, if not we can discuss a formal survey. In the meantime, I will confirm whether that is something the Trust oversees.

F. Internal Comments – Notice of Revised Application – January 19, 2023

Subdivision engineering – April 25, 2023

Please find attached comments from the Stormwater Engineering Division (Hydrogeology) and the Water Engineering Division to be forwarded to the Owner with regards to this draft plan application.

Zoning By-law Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. holding provision is implemented until the regional stormwater management pond and stormwater servicing is constructed and operational.

4. holding provision is implemented until the sanitary sewer outlet is constructed and operational.
5. holding provision on Block 61 until it can be combined with lands to the south of this plan to create a developable block.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

1. Red-line draft plan to remove Block 60 and Lots 7 to 18 to eliminate private road and make one large block
2. Add 0.3 metre reserves along frontages of Oxford Street East and Highbury Avenue North
3. Add 0.3m reserves along portions of Street “A”, Street “B”, Street “C”, and Rushland Ave consistent and in keeping with Schedule 8 of the London Psychiatric Hospital Secondary Plan
4. Add 6 m x 6 m daylighting triangles at all intersections internal and external to the draft plan
5. Red-line plan to reflect a Stormwater Management Block 59 layout that excludes the Canadian Pacific Rail spur line and the associated spill containment ditch to create separate blocks, all to the satisfaction of the City’s Stormwater Engineering division.
6. Revise the centreline radii of Howland Avenue (northwest corner of the plan).
7. Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
8. The following intersections are to be aligned in accordance with the requirements specified below:
 - a. Street E with the entrance to 1300 Oxford Street East
 - b. Rushland Avenue with the entrance to 951 Highbury Avenue North
 - c. Street B with the entrance to 847 Highbury Avenue North
9. Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
10. Provide 10 metre tangents on Street ‘A’/Rushland Avenue/Howland Avenue and Street ‘H’ at Street ‘A’.
11. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

Road Allowance	S/L Radius
20.0 m	9.0 m

Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

1.0 Context

The former London Psychiatric Hospital lands located at 850 Highbury Avenue North is designated pursuant to Part IV of the Ontario Heritage Act by By-law No. L.S.P-3321-208. In addition, the Ontario Heritage Trust holds a Heritage Easement Agreement on the property. The lands are the subject of a proposed redevelopment including a Zoning By-law Amendment and Draft Plan of Subdivision.

2.0 Heritage Impact Assessment

This memo is to confirm that heritage planning staff have reviewed the following and find the report's analysis, conclusions, and recommendations to be sufficient to fulfill the Heritage Impact Assessment requirements for 39T-21503 & Z-9577:

- Stantec, Legacy Village Heritage Impact Assessment – 850 Highbury Avenue North, London, ON, November 16, 2022.

The purpose of the Heritage Impact Assessment is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process.

3.0 Impact Assessment

The Heritage Impact Assessment assessed the potential impacts of the of the proposed development to the heritage attributes identified in the heritage designated by-law, the heritage features included within the Heritage Easement Agreement, as well as the relevant sections and policies of the London Psychiatric Hospital Secondary Plan. The impact assessment identified:

“...potential for direct and indirect impacts related to the site plan, land use changes, and the stormwater and sanitary trunk sewer upgrades. Direct impacts are anticipated with the Street A and C, and Ring Road changes, including tree removals and Ring Road layout alterations. No direct impacts were anticipated for any of the heritage features. Indirect impacts are anticipated for the Horse Stable and Horse Stable Zone. With proposed adjacent high and medium density residential/mixed-use blocks the Horse Stable will be isolated from the other heritage features and its former open space environment. This adjacent development also has the potential to impact views to the Horse Stable from the north. The demolition and construction activities related to the proposed site plan has the potential for land disturbances related to vibration impacts. Construction of the proposed development may involve heavy vehicles on-site to grade, excavate, or pour foundations, which may result in vibrations that have potential to affect historic concrete and masonry foundations of the adjacent buildings or cultural heritage significant trees. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the buildings and trees. A review of City specified LPHSP sections determined that the proposed amendments will have no impacts on the heritage and cultural heritage landscape features.”

4.0 Mitigation and Recommendations

The Heritage Impact Assessment identified mitigation measures as appropriate in order to mitigate the potential direct and indirect adverse impacts of the proposed development.

The mitigation recommendations are included within Section 7 of the Heritage Impact Assessment and are listed below in an abbreviated form:

- Site Plan Controls

- Protective measures to ensure that the Horse Stable, Chapel of Hope, Infirmary and Recreational Hall are not indirectly impacted as a result of construction-related activities. Physical protective measures to include temporary fencing, and potentially stabilization.
- Vibration Assessment
 - Vibration monitoring to occur for demolition and construction activities within 50 metres of the Infirmary, Chapel of Hope, Recreation Hall, and Horse Stable.
- Design Guidelines
 - To mitigate impacts of the Ring Road layout changes, east of the circular drive and Allee, the layout of the existing curving road be maintained as a pedestrian walkway within heritage Block 52 adjacent to the Recreational Hall.
 - To mitigate the impacts of the tree removals for the alignment and construction of Street C, Street C to be lined with trees between the medium density and residential Blocks 32 and 33. Tree replacements should be suitable hardy cultivars.
- Commemoration Plan
 - A commemoration plan should be prepared for the property. In particular to mitigate the direct and indirect impacts within the Horse Stable Zone and Allee and Ring Road Zone.
- Tree Monitoring
 - Installation of tree preservation fencing around any Value rating 'A' and 'B' trees as per the LPH Lands, London, Ontario, Scoped OHT Tree Assessment (Ron Koudys Landscape Architecture Inc. 2021).
 - Tree protecting fencing should be monitored on a regular basis during construction.
- Tree Replacement
 - For tree to be directly impacted by tree removal, the trees should be replaced with the same species, if possible, or sympathetic species of 100-millimetre sapling diameter calibre stock.
- Adherence to Strategic Conservation Plan

The Strategic Conservation Plan (SCP) prepared for the site should be the overall guiding document for the conservation of heritage and cultural heritage landscape features.

Heritage staff are supportive of the mitigation recommendations included within the Heritage Impact Assessment. The mitigation recommendations should be implemented throughout the Focused Design Studies and shown in the engineered drawings where applicable.

5.0 Strategic Conservation Plan (SCP)

Staff previously provided review comments on a draft of the Strategic Conservation Plan prepared by Stantec for as a requirement of the Heritage Easement Agreement with the Ontario Heritage Trust. The City received a revised Strategic Conservation Plan titled:

- Stantec, Legacy Village Strategic Conservation Plan – 850 Highbury Avenue North, London, ON, November 16, 2022.

It is understood that the Ontario Heritage Trust is currently reviewing the Strategic Conservation Plan. It is also understood that further revisions to the Strategic Conservation Plan may be required by the Ontario Heritage Trust in response to the change in the existing conditions of the existing buildings on the property as a result of fire damage. The City should be circulated on any further revisions for approval.

6.0 Closure

Staff are satisfied with the completion of the Heritage Impact Assessment prepared for this Zoning By-law Amendment, and Draft Plan of Subdivision. Staff look forward to continuing to work with the applicant and the Ontario Heritage Trust towards implementing a Strategic Conservation Plan.

Please let me know if you have any questions or concerns.

Landscape Architecture

The Secondary Plan shall be used as the basis for the review of planning applications. The goals, objectives, policies, and maps of The London Plan are applied to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail. All planning applications shall be consistent with the policies of the Secondary Plan. Maintaining the integrity of the significant cultural heritage landscape will be a priority in the review of all planning applications.

The owner shall conserve all of the following landscapes:

1. Treed Allée;
2. Open greenspace extending from the Allée to the Infirmary Building;
3. Buffer to the north, south and west of the Stable of sufficient size to retain the building's agricultural setting;
4. Manicured lawns with specimen trees adjacent to the Infirmary Building, Chapel and Recreation Hall;
5. Where possible, priority trees to be conserved include the ring of trees which surround the traffic circle, the row of trees which line the southern edge of the historic ring road, the two parallel rows of trees that extend northward from the rear of the Infirmary and the rows of trees which line both sides of the road that extends east-west through the site, south of the Horse Stable.

The Owner shall prepare a Tree Preservation Plan to identify trees to be retained and removed, as well as measures to protect individual species during construction and grading activities against inadvertent damage and to calculate tree replacement requirements. The tree preservation plan and tree protection measures must be completed in accordance with City of London Design Specifications and Requirements Manual, Chapter 12 Tree Planting and Protection Guidelines Section 12.2.2 <https://www.roadauthority.com/Standards> include:

The owner shall retain existing trees where they flank street alignments unless retention of specific trees is not feasible due to future development locations or grading requirements.

The owner shall adopt alternative road design standards along streets lined by existing trees. New streets and utilities shall be planned to minimize excavation or filling within the root zones of the major vegetation features.

The owner shall only prune or remove key specimen trees within the cultural heritage landscape that are dead, diseased or hazardous or where retention of specific trees is not feasible due to future development locations or grading requirements.

The owner shall not grade and construct within the critical root zone of any key specimen trees identified in the Tree Preservation Plan for retention within the cultural heritage landscape. Critical Root Zone is defined in the City's Design Specifications and Requirements Manual: Chapter 12- Tree Planting and Protection Guidelines as an area defined by a measured circle around a living tree that is deemed to contain the portion of tree roots that are essential for a tree's structural integrity and capability to remain alive and upright. For mature trees, this is typically understood to be a minimum of three times the DBH [diameter at breast height, 1.4m]

The owner shall be required to prepare a woodland management plan for development adjacent to the Treed Allée identifying removals, pruning, replacement trees and strategic replanting/management].

The owner shall make provision for street trees and an appropriate planting environment along all streets within this plan. This includes adequate soil volumes as specified in City's Design Specifications and Requirements Manual: Chapter 12- Tree Planting and Protection Guidelines- 12.2.3.1 Soil Volume Requirements.

The owner shall replace trees consistent with the London Plan and the Heritage Easement Agreement:

1. The policies of the London Plan 339_4b (one replacement tree for every ten cm of diameter) shall apply to all areas of the Secondary Plan outside of the Heritage Easements and Zones shown in Strategic Conservation Plan.
2. Within the Heritage Easements and Zones shown in Strategic Conservation Plan replacement rate of two trees for every ten cm of diameter shall be applied.

All new development on the west and east sides of the Treed Allée shall be set back a minimum of 5 metres from the limit of the root zone (drip line).

Surface parking, should be discouraged between the building line and the property line adjacent to the cultural heritage landscape area.

Parks Planning and Design

Parks Planning and Design has reviewed the submission for the above noted plan of subdivision and offers the following comments:

- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application.
- The Official Plan requires neighbourhood 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:
 - Land - for park purposes - conveyance – Hazard, Open Space and Constrained Land
The Corporation retains the right not to accept the conveyance of land that is considered not suitable or required for park and recreation purposes including but not limited to the size of the parcel, hazard lands, wet lands, hydro lands, easements or other encumbrances that would restrict the Corporation's use of the land. Where the Corporation does not request the Owner to convey table land, the Corporation may in lieu accept constrained land at the following ratios:

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.

- The table below summarizes the parkland information as per the submitted plan of subdivision.

Total Land Dedication Required: (5% of the land 58.12ha) 2.906ha

	Ha	CP-25 rate	Total dedication (ha)
Park Block 56	2.595	1:1	2.595
Park Block 57	0.181	1:1	0.181
Subtotal			2.776
Open Space Block 53	0.539	30:1	0.018
Open Space Block 54	2.282	30:1	0.076
Parkland Provided			2.87
Under dedication			0.036

- Parkland dedication for Block 58 would be taken as (1:1) as a park 0.608ha, the City will not acquire this Block at the expense of using the required parkland dedication to acquire the higher priority parkland Blocks, 53, 54, 56, and 57. It should also be noted that no funding exists within the current DC bylaw to support installation of amenities within Block 58. If the developer wishes the block to be an amenity for the community, it will be provided at the cost of the developer.
- The non-developable heritage protected open space blocks 53 and 54 will be taken at the open space constrained land 1:30 rates per CP-25 By-law, as they are not programable spaces but may provide some recreational value.
- Stormwater management Block 59, Institutional Block 55 and Heritage Block 51 are not park blocks and will not be acquired using required parkland dedication.
- The Alee south of the CP rail corridor is included in the registered heritage designation for the former London Psychiatric Hospital lands and the use of the over dedication of parkland may be considered to acquire these lands at the reduced constrained land rate of 1:30.?

G. Internal Comments – Notice of Revised Application – May 21, 2024

Subdivision Engineering – June 6, 2024

Please find attached the recommended conditions for the draft plan relating to engineering matters for the above-noted subdivision application. These conditions represent the consolidated comments of Planning and Development division, the Transportation Planning and Design division, the Sewer Engineering division, the Water Engineering division, the Stormwater Engineering division, and the Pollution Control Engineering division.

Zoning By-law Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. holding provision is implemented until the regional stormwater management pond and stormwater servicing is constructed and operational.
4. holding provision is implemented until the sanitary sewer outlet is constructed and operational.
5. holding provision on Block 34 until it can be combined with lands to the south of this plan to create a developable block.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

1. Add 0.3m reserves along portions of Street "A", Street "B", Street "C", and Rushland Ave consistent and in keeping with Schedule 8 of the London Psychiatric Hospital Secondary Plan
2. Confirm 6 m x 6 m daylighting triangles at all intersections internal and external to the draft plan
3. Red-line plan to reflect a Stormwater Management Block 32 layout that excludes the Canadian Pacific Rail spur line and the associated spill containment ditch to create separate blocks, all to the satisfaction of the City's Stormwater Engineering division.
4. Revise the centreline radii of Howland Avenue (northwest corner of the plan), if necessary.
5. Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
6. The following intersections are to be aligned in accordance with the requirements specified below:
 - a. Street E with the entrance to 1300 Oxford Street East
 - b. Rushland Avenue with the entrance to 951 Highbury Avenue North
 - c. Street B with the entrance to 847 Highbury Avenue North
7. Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
8. Ensure 10 metre tangents on Street 'A'/Rushland Avenue/Howland Avenue and Spanner Street at Street 'A' are provided.
9. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

Road Allowance	S/L Radius
20.0 m	9.0 m

Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

Ecology – May 29, 2024

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

Urban Design – 31, 2024

Please find below the Urban Design comments for the Official Plan Amendment and revised Draft Plan of Subdivision and Zoning By-Law Amendment at 850 Highbury Avenue North (39T-21503, Z-9577 & O-9735):

Urban Design is generally supportive of the revised Draft Plan of Subdivision and acknowledges the following changes:

- Realigning of the future extension of Spanner Street to allow for an improved connection to Street 'A'
- Replacing single-detached lots with low density development in Block 1 and providing an improved transition from the high-density development in Block 12 to the north

Matters for Zoning

Urban Design is generally supportive of the requested site-specific zoning and special provisions for setbacks and heights, provided the proposed development comply with the 'Urban Design Policies and Guidelines' (LPHSP 5.0) and 'Built Form and Intensity' policies of the London Psychiatric Hospital Secondary Plan (LPHSP).

Direction to Site Plan

- All development within the Secondary Plan area shall be consistent with the applicable Urban Design Policies and Guidelines of the London Psychiatric Hospital Secondary Plan. LPHSP 5.0
- Any development exceeding the Standard Maximum Height outlined in Table 1 of the London Psychiatric Hospital Secondary Plan (LPHSP) shall meet the criteria outlined in the applicable LPHSP designation for the site
- As part of Complete Application, the requirement of an Urban Design Brief may be identified in the Record of Consultation

Emergency Communications – May 30 – June 5, 2024

Do you by chance know how tall the proposed high density buildings will be?

I manage the radio infrastructure and our backhaul runs on a point to point microwave system, so if the buildings are at the max 22 stories, they'll block the signal.

From the height and density chart you sent looks like we're ok, as it's parkland and a 16 story building that interest the two black lines

Maximum Possible Heights

If my calculations are right, the line of sight is at 75.59m so 22 stories, but that's assuming nothing is on the roof and tight. I would want to have our microwave vendor have their engineers run a path loss study to be sure for anything that close.

H. External Comments – Notice of Revised Application – May 21, 2024

Bell Canada – May 21, 2024

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at circulations@wsp.com on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks:

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

CN Rail – May 22, 2024

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is within 300 metres of CN's Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. The Guidelines for New Development in proximity to Railway Operations reinforce the safety and well-being of any existing and future occupants of the area. Please refer to the Guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities. CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

- The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN will review the noise and vibration report that has been produced on 31 October 2022 and will follow with further comments after the review is complete.

We request that CN rail and the proximity@cn.ca email be circulated on any and all public notices and notice of decisions with respect to this and future land use planning applications with respect to the subject site.

Enbridge Gas Inc. – May 22, 2024

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.

Imperial Oil – May 28, 2024

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

I. Internal Comments – Notice of Revised Application – July 23, 2024

Subdivision Engineering – August 1, 2024

P&D (engineering) have no concerns with the proposed zoning revisions and don't see any need to revise draft plan conditions.

Sewer Engineering – August 1, 2024

Sewer Engineering (SED) has the following comments with respect to the rezoning Z-9577, 09766

The proposed rezoning is increasing densities on most of the HD blocks Fronting Oxford and Highbury from the previously accepted 2021 Final proposal Report (FPR) document. The requested proposed densities are now 350-560 units/per Ha on blocks fronting Highbury and Oxford. This is significantly higher than the previous densities. SED is requesting a holding provision be placed on the lands until such time that we are satisfied the proposal will not have an adverse affect on the sanitary system. An updated FPR will need to be submitted by the Developrs Engineer to justify the increased densities proposed.

The 2021 FPR has the following for population and density:

Development Area (ha) 58.1 Estimated Population = 13,111Qpeople (L/s) = 109.0l/s
Qinfiltration = 5.8l/s Qtotal (L/s) = 114.8l/s. These numbers need to be updated with a revised updated FPR to reflect the increased densities proposed with this rezoning.

The future BRT on Highbury is proposing a new upsized 600mm sanitary sewer at 0.33% to be installed with a future Phase of the BRT. This pipe will have a capacity of 352.73l/s The Consultant should investigate weather this proposed sewer can accommodate the requested increase in densities requested with this application.

Sewer Engineering – September 4, 2024

Reworded SED Rezoning comments in light of development Engineering's design studies updated sanitary report submission

SED does not have concerns with capacity and is not requesting a holding provision. The sanitary outlet for the property is to 600mm sanitary sewer on Highbury Avenue currently being installed as part of the East Link BRT. This sanitary sewer has capacity for the increased densities requested in this rezoning.

Emergency Communications – August 1-6, 2024

The LOS goes straight through the centre of the [Block 18]. The max height that would not impede line of sight would be 50m (the hop is at 60m), so 15 stories.

If the developer wants to exceed the max height, we do have precedence as well as are working on a Council policy to address this.

Urban Design – August 7, 2024

Please find below the revised Urban Design comments for the Official Plan Amendment and revised Draft Plan of Subdivision and Zoning By-Law Amendment at 850 Highbury Avenue North (39T-21503, Z-9577 & O-9766):

The proposed development is located in Transit Village Place Type at the intersection of two Rapid Transit Boulevards and is subject to the London Psychiatric Hospital Lands Secondary Plan policies which contemplates a maximum height of 15 to 22 storeys and a gradual transition in heights to 12+ and 8+ storeys along Oxford Street East and Highbury Avenue North respectively.

Considering the proposed development is within the potential maximum heights recommended for the 'Transit Village' Place Type in the future 'Heights Framework Review', Urban Design may generally support incorporation of the TSA4 zone to Block (12-19) and allowing a maximum height of 30 storeys along the Rapid Transit Boulevards. However, to align with the planned vision of the Secondary Plan and demonstrate fit and compatibility with the site and the surrounding context, Staff would recommend directing greatest heights of 30 storeys to the north-west corner at the intersection of Oxford Street East and Highbury Avenue North and providing a gradual transition in heights to a maximum of 24 storeys to the east along Oxford Street East and to a maximum of 16 storeys to the south along Highbury Avenue North. The height should also transition within the blocks as it interfaces with varying hierarchy of streets and land uses according to the Urban design policies of the Secondary Plan. LPHSP_5.1.ii),_3.3.iv)b),_3.5.1.iii)g), TLP 298

Matters for Zoning

1. Provide a minimum front yard setback and exterior side yard setbacks of 1.0m from the ultimate right-of-way of Oxford Street East, Highbury Avenue North and Street 'E' and Street 'F' to encourage street-orientation while avoiding encroachment of footings and canopies. LPHSP 5.1.ii).b),_c), TLP 259, 286, 288
2. Provide a maximum front yard setback and exterior side yard setbacks of 3.5m from the ultimate right-of-way of Oxford Street East, Highbury Avenue North and Street 'E' and Street 'F' to allow incorporation of patios, forecourts, landscaping etc. that spills into the setback and activates the public realm along the Rapid Transit Boulevards. LPHSP 5.1.ii).b),_c)
3. Provide a minimum front yard and exterior side yard setback of 4.5 metres for all block from Streets A-D, G, Howland Avenue, Rushland Avenue and Spanner Street. LPHSP 5.1.ii).b),_c)
4. Surface parking is not permitted in the front and exterior side yard
5. Structured parking is not permitted in the podium along a public street frontage. Wrap the podium with active uses, such as retail and/or residential units
6. Provide a maximum of 8 horizontally attached townhouse units to ensure adequate breaks in the street wall. LPHSP 5.4.iii)
7. Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade. LPHSP 5.4.ii)
8. For any mid-rise buildings (i.e. 5-8 storeys), incorporate a minimum step-back of 3m at the podium (3rd, 4th or 5th storey, proportional to the street type and consistent with adjacent existing context). LPHSP 5.3.ii)

9. Design the buildings to fit within a 45-degree angular plane starting at 7m above grade from the east property line of the Neighbourhoods Place Type to allow for an appropriate transition to the low-density residential uses. LPHSP 5.1.ii).k)
10. Provide a minimum first storey height of 4.5m for all high-rise buildings
11. For any high-rise buildings (i.e. above 8 storeys), incorporate a minimum step-back of 5m at the podium (3rd, 4th or 5th storey, proportional to the street type and consistent with adjacent existing context). LPHSP 5.2.ii). TLP 292
12. Provide a maximum tower floor plate of 1000 square metres and a length to width ratio not exceeding 1:1.5. LPHSP 5.2.iv), TLP 293
13. Provide a minimum distance of 25m between the tower portions of all high-rise buildings. LPHSP 5.2.vii)
14. Provide a minimum rear and interior side yard setback of 12.5m for any portion of the buildings above the 8th storey. LPHSP 5.2.viii). TLP 298
15. Provide a maximum building height for each block
16. Provide a minimum amenity area per residential unit

Direction to Site Plan

- Site plan related comments may be provided once detailed design proposals are submitted through the Site Plan approval process
- As part of 'Complete Application Requirements', an Urban Design Brief may be identified in the Record of Consultation

Stormwater Engineering – August 7, 2024

The revised draft plan layout is consistent with the circulation from May 2024. SWED does not have any additional comments from what was sent in May 2024.

Heritage – August 7, 2024

Heritage is concerned about the increase in heights along Highbury Avenue North. We recognize that the greatest heights and densities are appropriate along the periphery of the property, however, some of the heights have nearly doubled which may result in some challenging transitions between the new high-rises and the existing heritage resources. Specific to Highbury Avenue North, the horse stable is protected by both the heritage-designating by-law and the Heritage Easement Agreement with the Ontario Heritage Trust and is now proposed to be located between two blocks with heights of 30-storeys. In addition, Blocks 18 and 19 have nearly doubled in height. These heights will make transitioning to the heritage resources challenging. Heritage recommends that gradual transitions in heights be considered moving south along Highbury Avenue North for better compatibility with the existing heritage resources. An effective transition from Blocks 16-19 could include a gradual transitions from 30 storeys down to 16 storeys.

With the increase in heights we'll also want to ensure that mitigative design strategies identified within the LPH Secondary Plan such as podiums, setbacks, and stepbacks are implemented for each of these blocks. The podium and stepbacks will be increasingly important in mitigating height impacts on adjacent heritage resources.

Ecology – August 6, 2024

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

- None

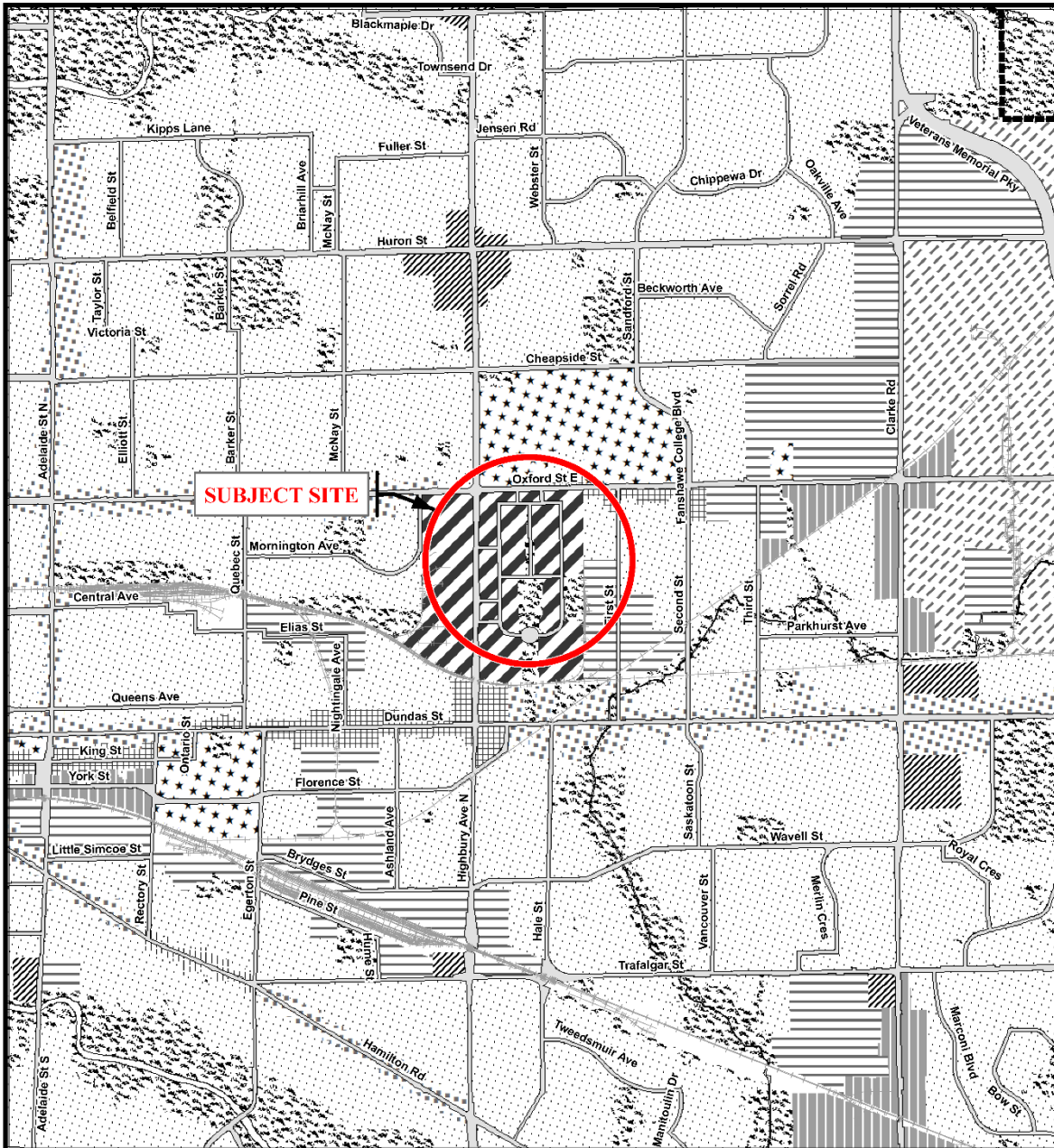
Ecology – Complete Application Requirements

- None

Stormwater Engineering – September 16, 2024

As no changes are proposed to the Draft Plan of Subdivision, SWED staff have no new or revised SWM comments or conditions to this application.

Appendix G – Relevant Background

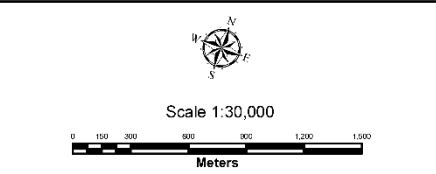


Legend

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

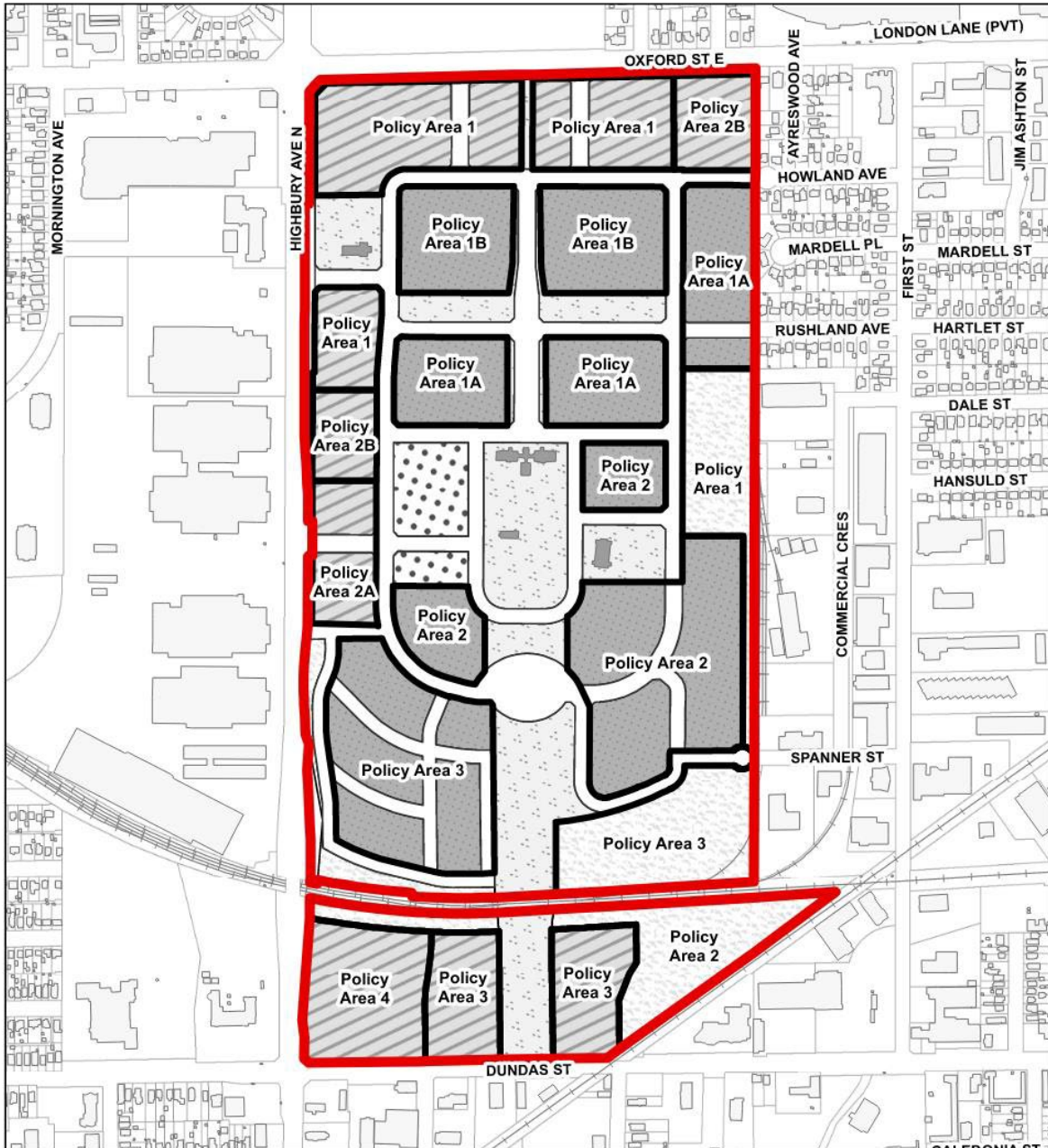
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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



File Number: O-9735
Planner: MC
Technician: RC
Date: 2024/6/25

Project Location: E:\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\O-9735-EXCERPT_Map1_PlaceTypes.mxd

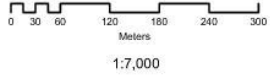


SCHEDULE 3
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

Secondary Plan Boundary

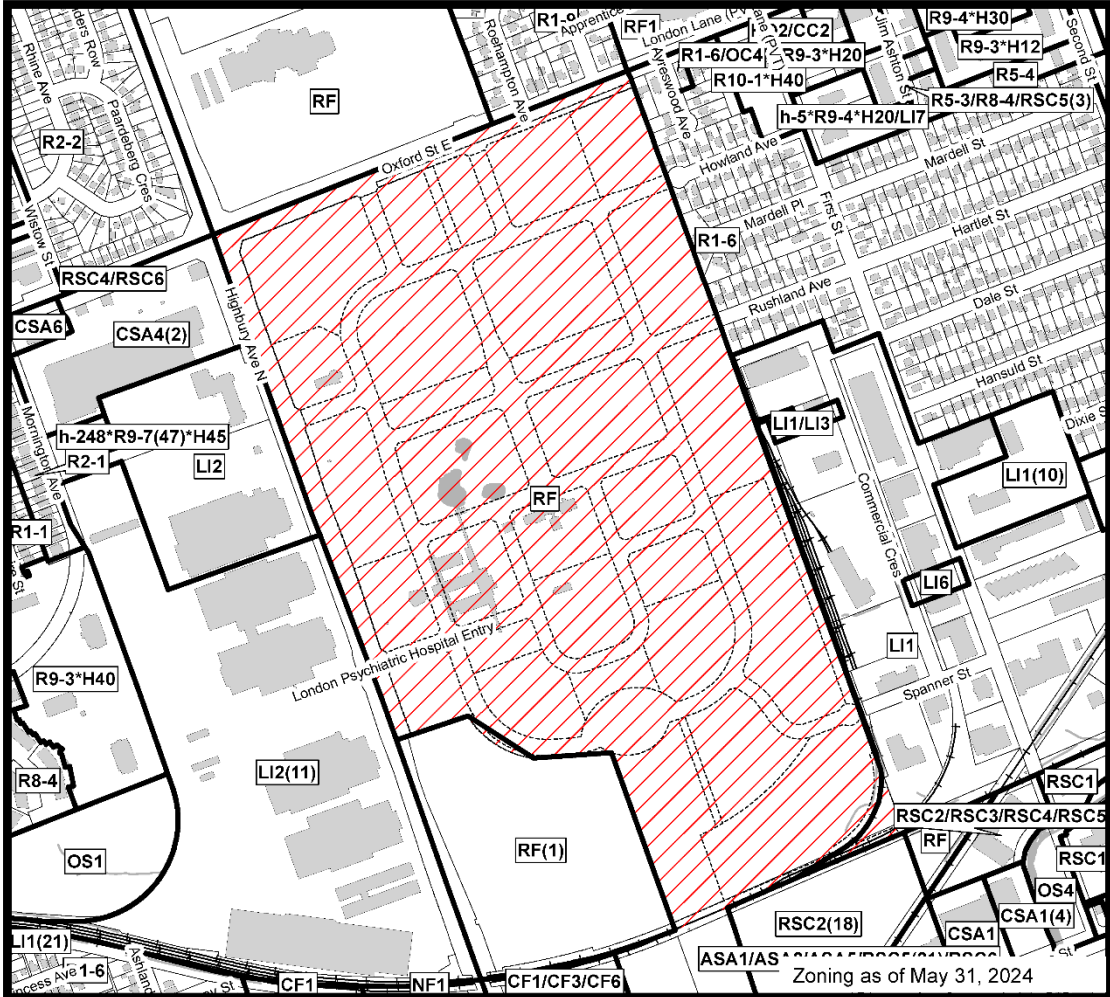
SUB AREA DESIGNATIONS

- Policy Area Boundary
- Open Space
- Transit-Oriented Corridor
- Heritage
- Residential
- Village Core



1:7,000

PROJECT LOCATION:
E:\Planning\Projects\p_areaplans\LPH_SecondaryPlan\PlanningDept\Maps\Sched3\projects\SubAreaDesignations_B&W.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9577

MC

MAP PREPARED:

2024/06/25

RC

1:8,000

0 40 80 160 240 320

Meters

**DEFERRED MATTERS
PLANNING AND ENVIRONMENT COMMITTEE
(AS OF AUGUST 19, 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 – 3 rd Report of EEPAC - part c) the Civic Administration BE REQUESTED to report back at a future Planning and Environment Committee meeting with respect to the feasibility of continuing with the homeowner education package as part of Special Provisions or to replace it with a requirement to post descriptive signage describing the adjacent natural feature; it being noted that the Environmental and Ecological Planning Advisory Committee (EEPAC) was asked to undertake research on best practices of other municipalities to assist in determining the best method(s) of advising new residents as to the importance of and the need to protect, the adjacent feature; and,	May 4/21 (3.1/7/PEC)	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
	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.				Part d) work targeted for Q3 2024
6	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.
7	Civic Administration BE DIRECTED to provide information and associated recommended actions on school block	June 25/24 (4.1./10/PEC)			

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	<p>acquisitions and report back to the Planning and Environment Committee in Q4 of 2024, including, but not limited to:</p> <p>a) background on the acquisition of blocks for the purposes of a school in the context of Planning Act applications;</p> <p>b) a status update on all unacquired Blocks identified in approved Planning Act applications identified for possible School Blocks; and,</p> <p>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;</p>				
8	<p>The Deputy City Manager, Environment and Infrastructure, BE REQUESTED to report back with an analysis of the Sanitary Servicing Agreement request made by the Municipality of Middlesex Centre, including planning, technical, and financial considerations</p>	<p>July 16, 2024 (4.2/11/PEC)</p>	<p>Q1 2025</p>	<p>K. Scherr/A. Rammeloo</p>	
9	<p>the Civic Administration BE DIRECTED to provide information and associated recommended actions on the following matters in Q4 of 2024:</p> <p>Urban Forestry Strategy Monitoring Report:</p>	<p>July 16, 2024 (4.3/11/PEC)</p>		<p>S. Mathers</p>	

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	<p>a) status update of initiatives identified in the Urban Forestry Strategy Implementation Plan;</p> <p>b) the requirements to effect The London Plan policies for tree replanting and/or compensation with development applications;</p> <p>c) opportunities to establish large designed planting sites (e.g., an arboretum or new woodland habitat); and,</p> <p>d) opportunities to require better soil amendments in new developments</p> <p>e) the Civic Administration engage where applicable in stakeholder consultation on these items, including engaging the general public, local agencies, relevant advisory committees and the development industry</p>				
10	<p>the Civic Administration BE DIRECTED to provide information and associated recommended actions on the following matters in Q4 of 2024:</p> <p>Tree Planting Strategy:</p> <p>a) 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;</p> <p>b) specific planting targets for geographic</p>	July 16, 2024 (4.3/11/PEC)	Q4 2024	K. Sheer/P. Yeoman	

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
	<p>areas of the City; and,</p> <p>c) additional planting opportunities on City-owned lands and partnerships with consenting institutional land owners (e.g., schools, hospitals, universities, colleges, etc.);</p> <p>d) the Civic Administration engage where applicable in stakeholder consultation on these items, including engaging the general public, local agencies, relevant advisory committees and the development industry</p>				