

Agenda Including Addeds

Planning and Environment Committee

The 14th Meeting of the Planning and Environment Committee

September 21, 2020, 4:00 PM

Virtual Meeting - during the COVID-19 Emergency

City Hall is open to the public, with reduced capacity and physical distancing requirements.

Meetings can be viewed via live-streaming on YouTube and the City website.

Members

Councillors M. Cassidy (Chair), J. Helmer, A. Hopkins, S. Turner, A. Kayabaga, Mayor E. Holder

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To make a request specific to this meeting, please contact PEC@london.ca

The Committee will recess at approximately 6:30 PM for dinner, as required.

	Pages
1. Disclosures of Pecuniary Interest	
2. Consent	
2.1 Application - 1284 and 1388 Sunningdale Road West - Kent Subdivision Phase 3B - Special Provisions 39T-04510 Ph 3B	3
2.2 Application - 556 Wellington Street - HAP20-011	19
2.3 Building Division Monthly Report for July 2020	83
3. Scheduled Items	
3.1 Application - 733 Wellington Street (Z-9222)	92
a. <i>(ADDED) Delilah Deane Cummings, Piccadilly Area Neighbourhood Association</i>	113
3.2 Application - 666-670 Wonderland Road North (Z-9241)	114
3.3 Application - 820 Cabell Street (Z-9196)	135
3.4 Application - 122 Base Line Road West (OZ-9200)	165
3.5 Application - 1093 Westdel Bourne (Z-9186)	208
3.6 Application - 799 Southdale Road West (OZ-9188)	224
a. <i>(ADDED) G. Versteegh, 804 Southdale Road West</i>	284
3.7 Application - Demolition Request for Heritage Designated Property - 120 York Street	285
3.8 Application - Request to Remove from the Register, Heritage Listed Property - 1455 Oxford Street East	347

3.9	Application - Old Victoria Hospital Lands Secondary Plan (O-9223) and 124 Colborne Street and the Block Bounded by Hill Street, Colborne Street, South Street and Waterloo Street (Z-9224)	415
3.10	Public Participation Meeting- Not to be heard before 5:30 PM - Application - 556 Wellington Street	476
	a. <i>(ADDED) B. Rich, 54 Palace Street</i>	524
	b. <i>(ADDED) M. A. Hodge and T. Okanski, 310 Wolfe Street</i>	525
	c. <i>(ADDED) J. E. Petrie, 543 Dufferin Avenue</i>	527
	d. <i>(ADDED) E. Kane, 24 McGill Place</i>	528
	e. <i>(ADDED) G. James, 101-295 Wolfe Street</i>	529
	f. <i>(ADDED) L. Harrison</i>	530
	g. <i>(ADDED) G. Priamo, Zelinka Priamo Ltd.</i>	532
	h. <i>(ADDED) K. McKeating, Architectural Conservancy Ontario - London Region</i>	560
3.11	Silverleaf Subdivision - Transportation Mobility and Safety	562
	a. Representative - The Silverleaf Community	
	b. <i>(ADDED) Councillor M. van Holst - Reconsideration for Sidewalks on Silverleaf at Council</i>	568
4.	Items for Direction	
4.1	6th Report of the London Advisory Committee on Heritage	569
5.	Deferred Matters/Additional Business	
6.	Adjournment	

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Application By: Foxhollow North Kent Development Inc.
1284 and 1388 Sunningdale Road West
Kent Subdivision Phase 3B - Special Provisions

Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and Foxhollow North Kent Development Inc. for the subdivision of land over Part of Lot 23, Concession 5, (Geographic Township of London), City of London, County of Middlesex, situated on the south side of Sunningdale Road West, between Wonderland Road North and Hyde Park Road, and on the north side of the Heard Drain, municipally known as 1284 and 1388 Sunningdale Road West;

- (a) the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and Foxhollow North Kent Development Inc. for the Kent Subdivision, Phase 3B (39T-04510-3B) attached as Appendix "A", **BE APPROVED**;
- (b) the Applicant **BE ADVISED** that Development Finance has summarized the claims and revenues attached as Appendix "B";
- (c) the Mayor and the City Clerk **BE AUTHORIZED** to execute this Agreement, any amending agreements and all documents required to fulfill its conditions.

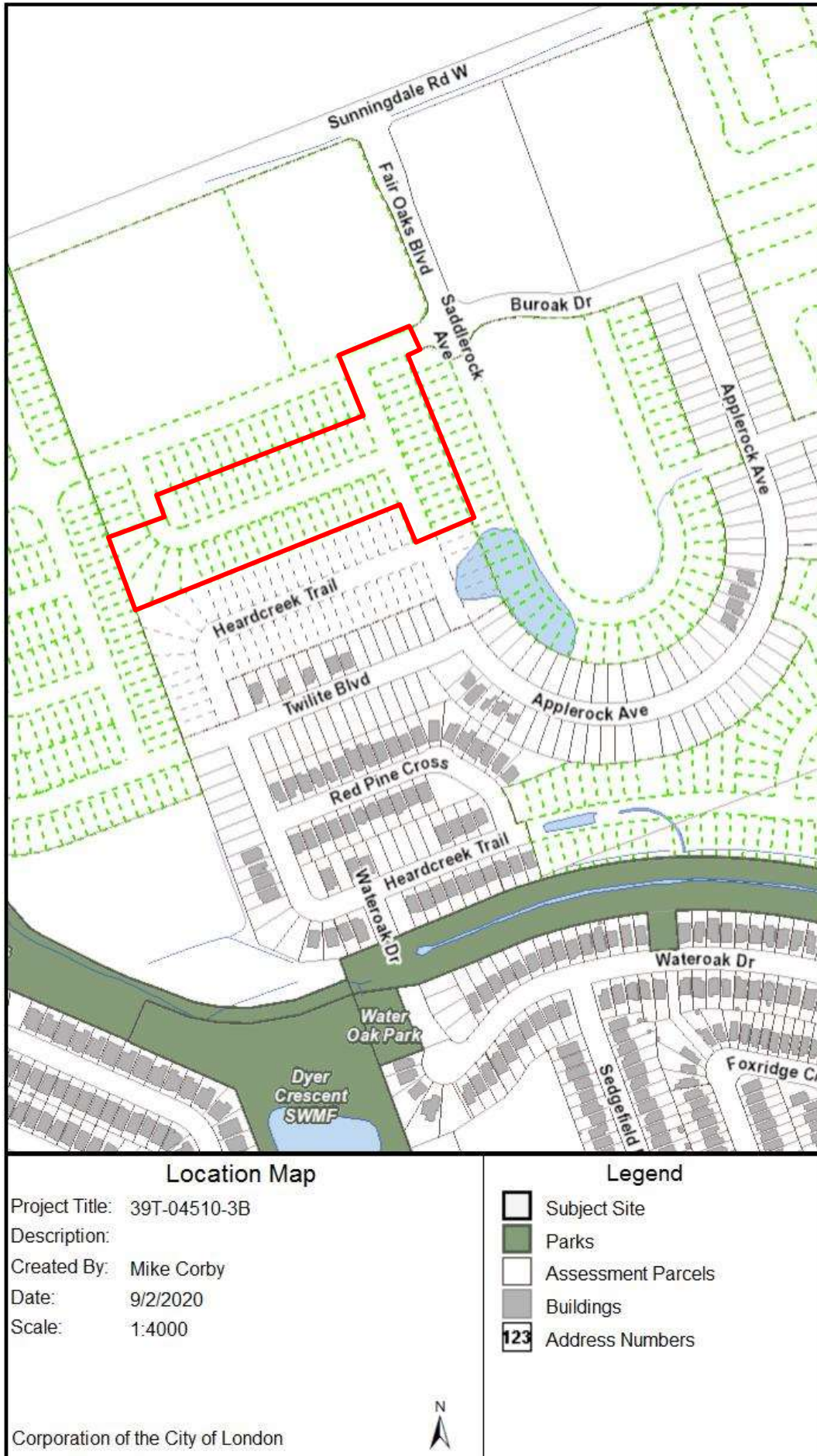
Analysis

1.0 Site at a Glance

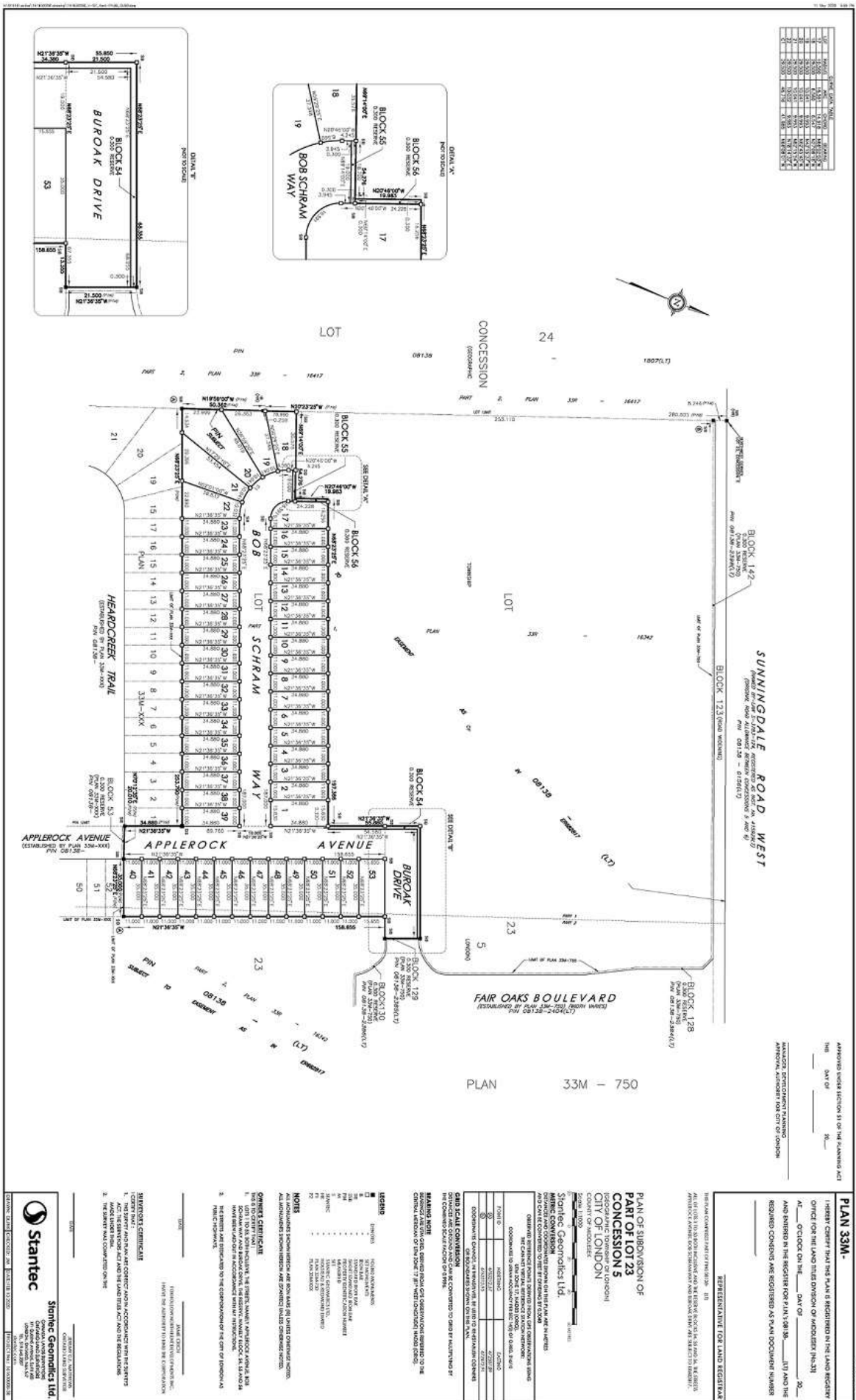
1.1 Property Description

The subject lands are located in the northwest quadrant of the City and are included in the Foxhollow Community Plan. The lands are on the south side of Sunningdale Road West along the edge of the Urban Growth Boundary. Phase 3B of the subdivision is located just north of Headcreek Trail, west of Saddlerock Ave and south of the future Buroak Drive extension. The phase will consist of 53 single detached lots with approximately 11m frontages.

1.2 Location Map



1.3 Kent Subdivision Phase 3B Plan



2.0 Description of Proposal

2.1 Development Proposal

The proposed plan of subdivision was part of Phase 3 of the original subdivision which has now been split into sub phases. The applicant is seeking to register Phase 3B of the subdivision which consists of 53 low density lots (Lots 1-53), and two (2) 0.3 m reserve blocks (Blocks 54, 55, 56), all served by one (1) local street (Bob Schram Way).

The Development Services Division has reviewed these special provisions with the Owner who is in agreement with them.

This report has been prepared in consultation with the City's Solicitors Office.

Prepared by:	Mike Corby, MCIP, RPP Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

September 14, 2020

CC: Lou Pompilli, Manager, Development Planning
Ted Koza, Development Engineering
Matt Feldberg, Manager, Development Services (Subdivisions)

MC/JAR Y:\Shared\DEVELOPMENT SERVICES\5 - Documentation Coordinator\Working Files\39T-04510 - Kent - Phase 3 (MC)\39T-04510 - Kent - Phase 3B\Subdivision Agreement\Draft 39T-04510-3B-PEC RECOMMENDATION REPORT.docx

Appendix A – Special Provisions

15. PROPOSED SCHOOL SITES

Remove Subsections 15.3 to 15.8 as there are no School Blocks within this Plan.

- ~~15.3~~ The Owner shall set aside an area or areas (~~being Block(s)~~) as a site or sites for school purposes to be held subject to the rights and requirements of any School Board having jurisdiction in the area.
- ~~15.4~~ The School Boards shall have the right, expiring three (3) years from the later of the date on which servicing of the relevant site is completed to the satisfaction of the City or the date on which seventy percent (70%) of the Lots in the subdivision have had building permits issued, to purchase the site and may exercise the right by giving notice to the Owner and the City as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than two (2) years from the date of giving notice.
- ~~15.5~~ The School Boards may waive the right to purchase by giving notice to the Owner and the City as provided elsewhere in this Agreement.
- ~~15.6~~ Where all School Boards have waived the right to purchase, the City shall then have the right for a period of two (2) years from the date on which the right to purchase by the School Board has expired or has been waived as the case may be, to purchase the site for municipal purposes and may exercise the right by giving notice to the Owner as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than sixty (60) days from the date of giving notice.
- ~~15.7~~ The Owner agrees that the school blocks shall be:
- ~~(a)~~ graded to a one percent (1%) grade or grades satisfactory to the City, the timing for undertaking the said works shall be established by the City prior to the registration of the Plan; and
 - ~~(b)~~ top-soiled and seeded to the satisfaction of the City, the timing for undertaking the said works to be established prior to assumption of the subdivision by the City.
- ~~15.8~~ Where the Owner has been required to improve the site by grading, top-soil and seeding, the responsibility of the Owner for the maintenance of the site shall cease upon completion by the Owner of its obligations under this Agreement.

24.1 STANDARD REQUIREMENTS

Add the following Special Provisions:

1. The Owner acknowledges that the City shall retain the existing easement ER682817 (registered December 23, 2009 in accordance with the Heard Drain agreement dated December 1, 2009) over lands external to this Plan.
2. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.
3. Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this plan, quit claimed to the satisfaction of the City, at no cost to the City.
4. The Owner shall include in all agreements of purchase and sale and registered on the title of all Lots/Blocks in this plan a warning clause advising the purchaser/transferee that these Lots/Blocks are not to be developed until the

existing services are removed, alternate services are installed if necessary to replace the existing private services and the existing easement is quit claimed to the satisfaction of the City.

5. Prior to assumption of this subdivision in whole or in part by the City, and as a condition of such assumption, the Owner shall pay to the City Treasurer the following amounts as set out or as calculated by the City, or portions thereof as the City may from time to time determine
 - (i) For the removal of the temporary turning circle on Bob Schram Way outside this Plan, an amount of \$5,000.
 - (ii) Removal of automatic flushing devices/blowoffs in future at north limit of Bob Schram Way and west limit of Buroak Drive, an amount of \$5,000 each flusher for a total amount of \$10,000 as per accepted engineering drawings.

24.2 CLAIMS

Remove Section 24.2 in its entirety as there are no eligible claims within this Plan.

- ~~(a) Where the proposed development calls for the construction of works, and where the Owner is of the opinion that such works are eligible to be funded in whole or in part from Development Charges as defined in the Development Charges By-law, and further, where such works are not oversized pipe works (sanitary, storm or water — the reimbursement of which is provided for in subsidy appendices in the Development Charges By-law), then the Owner shall submit through their Professional Engineer, a Work Plan for the proposed works to be approved by the City Engineer (or designate) and City Treasurer (or designate). The Owner acknowledges that:~~
- ~~i) no work subject to a Work Plan shall be reimbursable until both the City Engineer (or designate) and City Treasurer (or designate) have reviewed and approved the proposed Work Plan; and~~
 - ~~ii) in light of the funding source and the City's responsibility to administer Development Charge funds collected, the City retains the right to request proposals for the work from an alternative consulting engineer.~~
- ~~(b) Where the Owner undertakes construction of works as a capital cost incurred on behalf of the City in accordance with this Agreement, and which are eligible for a claim made against a Development Charge Reserve Fund or the Capital Works Budget, the Owner must conform with the Development Charges By-law and policies in effect at the time the claim is made including but not limited to, requirements for a Work Plan, tendering of construction works and completeness of claims.~~
- ~~(c) The Owner may, upon approval of this Agreement and completion of the works, make application to Development Finance for payment of the sum alleged to be owing, and as confirmed by the City Engineer (or designate) and the City Treasurer (or designate). Payment will be made pursuant to any policy established by Council to govern the administration of the said Development Charge Reserve Fund.~~

~~The anticipated reimbursements from the Development Charge Reserve Funds are:~~

- ~~(i) for the construction of _____, the estimated cost of which is \$_____;~~
- ~~(ii) for the construction of oversized sanitary sewers in conjunction with this Plan, subsidized at an estimated cost of which is \$_____;~~
- ~~(iii) for the construction of oversized storm sewers in conjunction with this Plan, subsidized at an estimated cost of which is \$_____;~~
- ~~(iv) for the construction of oversized watermains in conjunction with this Plan, subsidized at an estimated cost of which is \$_____;~~
- ~~(v) for the construction of left turn channelization on _____ at _____, the estimated cost of which is \$_____, as per the approved Work Plan;~~

- ~~(vi) for the engineering costs related to the construction of _____ the estimated cost of which is \$ _____, as per the approved Work Plan;~~
- ~~(vii) for the installation of street lights on _____, from _____ to _____, the estimated cost of which is \$ _____, as per the approved Work Plan;~~
- ~~(viii) for the installation of traffic signals at the intersection of _____ and _____, when deemed warranted by the City Engineer (or designate), the estimated cost of which is \$ _____, as per the approved Work Plan;~~
- ~~(ix) for the construction of pavement widening on _____ at _____ consistent with the City's standard practice of paying claims where a Neighbourhood Connector is widened, the estimated cost of which is \$ _____. The claim will be based on a pavement widening of _____ metres for a distance of _____ metres with a _____ metre taper. The costs of the gateway treatment over and above the claimable portion shall be at the Owner's expense, as per the approved Work Plan;~~
- ~~(x) for the construction of an eligible parks pathway in connection with this Plan, at an estimated cost of which is \$ _____ as per the approved Work Plan; and~~

The anticipated reimbursements from the Capital Works Budget are: _____

- ~~(i) for the construction of _____, the estimated cost of which is \$ _____;~~
- ~~(ii) for the engineering costs related to the construction of _____, the estimated cost of which is \$ _____.~~

Any funds spent by the Owner that exceed the approved Work Plan estimates shall be at the sole risk of the Owner pending sufficient capital funding included in the City Budget.

- ~~(d) The Owner shall review and seek approval from the City for any proposed use of construction contingency that relate to claimable works outlined in the Work Plan prior to authorizing work.~~
- ~~(e) The Owner shall ensure that the City is formally invited to all construction site/progress meetings related to the claimable works associated with this Plan, including but not limited to providing a minimum of two-week notice of meetings and copies of all agenda and minutes as appropriate, all to the satisfaction of the City.~~
- ~~(f) The Owner shall provide full-time supervision by its Professional Engineer for all claimable works to be constructed in accordance with current City policies. Upon completion of these claimable works, a Certificate of Completion of Works is to be supplied to the City, pursuant to the General Provisions and **Schedule 'G'** of this Agreement.~~
- ~~(g) Upon approval of an application for a claim to a Development Charge Reserve Fund, the City shall pay the approved claim in full to the Owner subject to the limits noted above and in accordance with the Council approved "Source of Financing" and the Development Charges By-law and policies in effect at the time the claim is made.~~

24.6 GRADING REQUIREMENTS

Add the following new Special Provisions:

6. Prior to the issuance of any Certificate of Conditional Approval, in order to develop this site, the Owner shall make arrangements with the adjacent property owners to regrade a portion of the abutting properties, in conjunction with grading and servicing of this subdivision, to the specifications of the City, at no cost to the City.
7. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct the interim diversion swales at the north, west and east limits of the plans as per the accepted engineering drawings, to the satisfaction of the City.

8. The Owner shall remove all existing temporary diversions swales, etc. when the ultimate servicing is constructed and operational, all to the satisfaction of the City, at no cost to the City.

24.7 SANITARY AND STORM SEWERS

Remove Subsection 24.9 (b) and **replace** with the following:

9.
 - (b) The Owner shall construct the storm sewers to service the Lots and Blocks in this Plan, which is located in the Medway Creek Subwatershed, and connect them to the City's existing storm sewer system being the 600 mm diameter storm sewer on Applerock Avenue and the 900 mm diameter storm sewer on Buroak Drive, as per the accepted engineering drawings, to the satisfaction of the City.

Remove Subsection 24.9 (j) and **replace** with the following:

10.
 - (j) The Owner shall construct the sanitary sewers to service the Lots and Blocks in this Plan and connect them to the City's existing sanitary sewage system being the 200 mm diameter sanitary sewer on Applerock Avenue and the 200 mm diameter sanitary sewer on Buroak Drive, as per the accepted engineering drawings, to the satisfaction of the City.

Add the following new Special Provisions:

11. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to the existing Works and Services on Applerock Avenue and Buroak Drive adjacent to this Plan to accommodate the proposed Works and Services on these streets to accommodate the lots/blocks in this Plan fronting these streets (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted engineering drawings, all to the satisfaction of the City Engineer, at no cost to the City. Such arrangements shall include, but not be limited to, providing sufficient notice, coordination and clarification with adjacent land owners as to what each parties consulting engineer will be required to be certified for the City for the purposes of assumption, all to the satisfaction of the City.
12. The Owner shall remove any existing temporary works on Applerock Avenue in **Plan 33M-_____** and any associated works, etc. and any existing easements may be quit claimed, all to the satisfaction and specifications of the City Engineer and at no cost to the City

24.8 WATER SERVICING

Add the following new Special Provisions:

13. Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
 - i) construct watermains to serve this Plan and connect them to the existing low-level/high-level municipal system, namely, the existing 250 mm diameter watermain on Applerock Avenue and the 300 mm diameter watermain on Buroak Drive;
14. If the Owner requests the City to assume Bob Schram Way with the automatic flushing device still in operation, all as shown on this Plan of Subdivision, prior to its extension to the north, the Owner shall pay to the City at the time of the

assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the automatic flushing device and properly abandoning the discharge pipe from the automatic flushing device to the storm/sanitary sewer system at the north limit of Bob Schram Way and restoring adjacent lands, all to the specifications of the City. The estimated cost for doing the above-noted work on this street is \$5,000 per automatic flushing device for which amount sufficient security is to be provided in accordance with Condition 24.1 (___). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.

15. If the Owner requests the City to assume Buroak Drive with the automatic flushing device still in operation, all as shown on this Plan of Subdivision, prior to its extension to the west, the Owner shall pay to the City at the time of the assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the automatic flushing device and properly abandoning the discharge pipe from the automatic flushing device to the storm/sanitary sewer system at the west limit of Buroak Drive and restoring adjacent lands, all to the specifications of the City. The estimated cost for doing the above-noted work on this street is \$5,000 per automatic flushing device for which amount sufficient security is to be provided in accordance with Condition 24.1 (___). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.

24.9 ROADWORKS

Remove Subsection 24.11 (p) and **replace** with the following:

16.
 - (p) Where traffic calming measures are required within this Plan:
 - (i) The Owner shall erect advisory signs at all street entrances to this Plan for the purpose of informing the public of the traffic calming measures implemented within this Plan prior to the issuance of any Certificate of Conditional Approval in this Plan.
 - (ii) The Owner shall register against the title of all Lots and Blocks on Applerock Avenue and Bob Schram Way in this Plan, and shall include in the Agreement of Purchase and Sale or Lease for the transfer of each of the said Lots and Blocks, a covenant by the purchaser or transferee stating the said owner shall locate the driveways to the said Lots and Blocks away from the traffic calming measures on the said streets, including, raised intersections, and speeds cushions, to be installed as traffic control devices, to the satisfaction of the City Engineer.

Remove Subsection 24.11 (q) and **replace** with the following:

17.
 - (q) The Owner shall direct all construction traffic including all trades related traffic associated with installation of services and construction of dwelling units in this Plan to access the site from Sunningdale Road West via Fair Oaks Boulevard or as otherwise directed by the City.

Add the following new Special Provisions:

18. The Owner shall construct a temporary turning circle at the north limit of Bob Schram Way, to the satisfaction of the City Engineer and at no cost to the City. If the Owner requests the City to assume Bob Schram Way, all as shown on this Plan of Subdivision, prior to its extension to the north, the Owner shall pay to the city at the time of the assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the temporary turning circle at the north limit of Bob Schram Way and completing the curb and gutter, asphalt pavement, Granular 'A', Granular 'B', sodding of the boulevard, 1.5metre concrete sidewalk, and restoring adjacent lands, including the relocation of any driveways, all to the specifications of the City. The estimated

cost, including legal fees for releasing easements and/or transferring blocks, and doing the above-noted work on this street is \$5,000 for which amount sufficient security is to be provided in accordance with Condition 24.1 (____). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.

When the lands abutting this Plan of Subdivision develop and the temporary turning circle is removed, the City will quit claim the easements which were used for temporary turning circle purposes which are no longer required at no cost to the City.

19. Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintained on Applerock Avenue adjacent to the speed cushion location that indicate Future Speed Cushion Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.
20. Prior to assumption or when required by the City Engineer, the Owner shall install one speed cushion on Applerock Avenue, including permanent signage and pavement markings as per the accepted engineering drawings, to the satisfaction of the City Engineer.
21. Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintained on Bob Schram Way and Applerock Avenue adjacent to the raised intersection that indicate Future Raised Intersection Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.
22. Prior to assumption or when required by the City Engineer, the Owner shall install the raised intersection on Applerock Avenue and Bob Schram Way, including permanent signage and pavement markings as per the accepted engineering drawings, to the satisfaction of the City Engineer.

Planning

23. Within one (1) year of registration of the plan, the Owner shall prepare and deliver to all homeowners an education package which advises potential purchasers of the ongoing agricultural activities occurring in the vicinity. The educational package shall be prepared to the satisfaction of the City.
24. The Owner shall obtain all necessary permits from the UTRCA prior to the commencement of any soil disturbance within the regulated area under the jurisdiction of the UTRCA.
25. The Owner shall register on title and include in all Purchase and Sale or Lease Agreements the requirement that the homes to be designed and constructed on all corner lots including lots flanking the park corridor blocks in this Plan, are to have design features, such as but not limited to porches, windows or other architectural amenities that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard. Further, the owner shall obtain approval of their proposed design from the City prior to any submission of an application for a building permit for corner lots with an exterior sideyard in this Plan.

Parks

26. No additional Conditions.

SCHEDULE "C"

This is Schedule "C" to the Subdivision Agreement dated this _____ day of _____, 2020, between The Corporation of the City of London and Foxhollow North Kent Developments Inc. to which it is attached and forms a part.

SPECIAL WORKS AND SERVICES

Roadways

- Buroak Drive shall have a minimum road pavement width (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres.
- Applerock Avenue shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
- Bob Schram Way shall have a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 19 metres.

Sidewalks

A 1.5 metre sidewalk shall be constructed on both sides of Buroak Drive as per the accepted engineering drawings.

A 1.5 metre sidewalk shall be constructed on one side of the following streets as per the accepted engineering drawings:

- (i) Applerock Avenue – west boulevard
- (ii) Bob Schram Way – south and west boulevard

Pedestrian Walkways

There are no pedestrian walkways within this Plan.

SCHEDULE "D"

This is Schedule "D" to the Subdivision Agreement dated this _____ day of _____, 2020, between The Corporation of the City of London and Foxhollow North Kent Developments Inc. to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external lands as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all lands within this Plan to the City.

LANDS TO BE CONVEYED TO THE CITY OF LONDON:

0.3 metre (one foot) reserves:	Block 54, Block 55 and Block 56
Road Widening (Dedicated on face of plan):	NIL
Walkways:	NIL
5% Parkland Dedication:	NIL OR Cash payment in lieu of the 5% parkland dedication pursuant to City of London By-law C.P.-9.
Dedication of land for Parks in excess of 5%:	NIL
Stormwater Management:	NIL

LANDS TO BE SET ASIDE FOR SCHOOL SITE:

School Site:	NIL
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LANDS TO BE HELD IN TRUST BY THE CITY:

Temporary access to lands:	NIL
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SCHEDULE "E"

This is Schedule "E" to the Subdivision Agreement dated this _____ day of _____, 2020, between The Corporation of the City of London and Foxhollow North Kent Developments Inc. to which it is attached and forms a part.

The Owner shall supply the total value of security to the City is as follows:

CASH PORTION:	\$ 172,273
BALANCE PORTION:	<u>\$ 976,216</u>
TOTAL SECURITY REQUIRED	\$1,148,489

The Cash Portion shall be deposited with the City Treasurer prior to the execution of this agreement.

The Balance Portion shall be deposited with the City Treasurer prior to the City issuing any Certificate of Conditional Approval or the first building permit for any of the lots and blocks in this plan of subdivision.

The Owner shall supply the security to the City in accordance with the City's By-Law No. CPOL-13-114 and policy adopted by the City Council on April 4, 2017 and any amendments.

In accordance with Section 9 Initial Construction of Services and Building Permits, the City may limit the issuance of building permits until the security requirements have been satisfied.

The above-noted security includes a statutory holdback calculated in accordance with the Provincial legislation, namely the CONSTRUCTION LIEN ACT, R.S.O. 1990.

SCHEDULE "F"

This is Schedule "F" to the Subdivision Agreement dated this _____ day of _____, 2020, between The Corporation of the City of London and Foxhollow North Kent Developments Inc. to which it is attached and forms a part.

Prior to the Approval Authority granting final approval of this Plan, the Owner shall transfer to the City, all external easements as prescribed herein. Furthermore, within thirty (30) days of registration of the Plan, the Owner shall further transfer all easements within this Plan to the City.

Multi-Purpose Easements:

No multi-purpose easements are required external to this Plan as the City has blanket easements over this Plan and adjacent plans.

Appendix B – Related Estimated Costs and Revenues

Estimated DC Claims Costs – This Agreement	
Claims for Owner led construction from CSRF	
Storm sewer - oversizing subsidy Watermain - oversizing subsidy Sanitary sewer - oversizing subsidy Roadworks – channelization at Street A Roadworks – internal widening Stormwater management Parks – trail, paths, parks	NIL
Other	Nil
Total	Nil
Estimated DC Revenues - This Agreement (2020 rates)	
CSRF TOTAL	\$1,799,032

NOTES TO BE PROVIDED BY DEVELOPMENT FINANCE

NOTE:

Estimated DC Revenues are calculated using current DC rates. The City employs a “citywide” approach to cost recovery for all eligible growth services, therefore the Estimated DC Claim Costs and Revenues in the table above are not directly comparable.

There are no anticipated claims associated with this development.

Appendix C – Additional Information

Background

The application for Draft Plan of Subdivision Approval was originally accepted on November 17, 2004. After a number of modified versions of the plan it was approved by the Approval Authority on October 14, 2009. The owner requested a three (3) year extension of draft approval in January 2012. Draft approval was extended to October 14, 2015. A six (6) month emergency extension was requested in March, 2015 which extended draft approval to April 11, 2016. On March 15, 2016 City Council requested that the Approval Authority approve the request for revision and a three year extension of the draft plan of subdivision approval for this subdivision subject to the revised conditions of draft approval.

On October 27, 2017 final approval was granted for Phase 1 of the development which consisted of 69 singled family detached lots all served by Headcreek Trail and Red Pines Cross and was registered on November 7, 2017, as 33M-730.

On September 10, 2018 a six (6) month emergency extension was approved by the City of London Approval Authority. The recommended draft approval emergency extension changed the draft approved lapse date from October 14, 2018 to April 14, 2019. On March 11, 2019 an additional 3 years extension was approved extending the draft approval lapse date has been extended until April 14, 2022

On September 26, 2018 final approval was granted on Phase 2 of the development which consisted of 120 single detached lots, 2 multi-family blocks, 3 park blocks and several 0.3m reserve blocks, all served by the extension of Buroak Drive and Heardcreek Trail, and 3 new streets, namely Twilite Boulevard, Applerock Avenue and Fair Oaks Boulevard and was registered on October 1, 2018 as 33M-750.

Originally Phase 3 was to be registered in one (1) phase, consisting of 165 single family detached lots and two (2) multi-family medium density blocks, 3 park blocks and 1 reserve block.

On March 11, 2020 a request for final approval was received for a portion of Phase 3 of the subdivision which is being called Phase 3a. The final approval consisted of 52 single detached lots served by the extension of Applerock Avenue and Heardcreek Trail final approval was granted on April 14, 2020 and registered on June 2nd, 2020 as 33M-784.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: George Kotsifas, P. Eng.
Managing Director, Development & Compliance Services and
Chief Building Official
Subject: 556 Wellington Street – HAP20-011
Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, in response to the recommendation of the London Advisory Committee on Heritage, dated September 10, 2020, with respect to the staff report on the Heritage Alteration Permit (HAP20-011) relating to the property located at 556 Wellington Street, the staff report dated September 21, 2020 **BE RECEIVED.**

Executive Summary

Purpose and the Effect of Recommended Action

The recommended action would provide Municipal Council with the staff report submitted to the London Advisory Committee on Heritage, dated September 10, 2020, and that would serve as background information for Municipal Council.

Relevant Background

The property at 556 Wellington Street is a heritage designated property located within the West Woodfield Heritage Conservation District (WW-HCD), which was designated pursuant to Part V of the *Ontario Heritage Act (OHA)* in 2009. As per the *Provincial Policy Statement-2014*, the *Ontario Heritage Act*, and *The London Plan*, heritage resources are to be conserved and impacts evaluated. A heritage impact assessment (HIA) was submitted by Golder Associates Ltd., dated May 13, 2019.

In accordance with Section 42 of the *Ontario Heritage Act*, the property owner has applied for a heritage alteration permit (HAP) to allow the construction of 2 apartment buildings on 556 Wellington Street, located the east side of Wellington Street at Wolfe Street, for a total of 405 residential units and a total of 550 parking spaces. The issuance of a Heritage Alteration Permit is a requirement of Site Plan Approval and for a building permit.

The HAP was considered by the London Advisory Committee on Heritage (LACH) at its meeting on September 10, 2020, and the report from LACH is an agenda item on the September 21, 2020 Planning and Environment Committee meeting. The staff report submitted to LACH is attached herein as Appendix "A" for information purposes.

Prepared by:	Heather McNeely, Manager, Development Services (Site Plan)
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

September 14, 2020
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Report to London Advisory Committee on Heritage

To: Chair and Members
London Advisory Committee on Heritage

From: Paul Yeoman
Director, Development Services

Subject: Heritage Alteration Permit Application at 556 Wellington Street, West Woodfield Heritage Conservation District

By: Great-West Life Assurance Company c/o GWL Realty Advisors

Meeting on: Thursday September 10, 2020

Recommendation

That, on the recommendation of the Director, Development Services, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act* to construct two high-rise buildings on the property located at 556 Wellington Street, within the West Woodfield Heritage Conservation District, **BE REFUSED**.

Executive Summary

Summary of Request

556 Wellington Street is a heritage designated property located within the West Woodfield Heritage Conservation District (WW-HCD). In accordance with Section 42 of the *Ontario Heritage Act*, the property owner has applied for a heritage alteration permit, in response to a Site Plan application pursuant to Section 41 of the *Planning Act*, to allow the construction of two, high-rise buildings on the property.

Purpose and the Effect of Recommended Action

The purpose of this Heritage Alteration Permit application under Section 42 of the *Ontario Heritage Act* is to consider the development within a heritage designated District. The effect of the application may permit the construction of an 18 and 12 storey apartment building, respectively, with a total of 405 residential units and commercial at grade.

Rationale of Recommended Action

Notwithstanding that the development complies with the regulations of the Z.-1 Zoning By-law, the Heritage Alteration Permit application is recommended for refusal for the following reasons:

1. The proposed development does not support the heritage character statement of the West Woodfield Heritage Conservation District.
2. The proposed development does not comply with the principles, goals & objectives, policies and guidelines of the *West Woodfield Heritage Conservation District Plan (WW-HCD Plan)*.

1.0 Site at a Glance

1.1 Location

The property, known municipally as 556 Wellington Street, is bounded by Wolfe and Wellington Streets to the north and west, respectively; Victoria Park is located to the west of the property; and Reg Cooper Square that comprises Centennial Hall, Centennial House and City Hall are all located to the south [Appendix A].

1.2 Cultural Heritage Status

The property at 556 Wellington Street is located within the West Woodfield Heritage Conservation District (WW-HCD), which is designated, pursuant to Part V of the *Ontario Heritage Act (OHA)* in 2009.

Victoria Park – located across from 556 Wellington Street – is a dual-designated property; individually designated under Part IV of the *OHA* (L.S.P.-3311-283), and Part V of *OHA* as part of the WW-HCD.

1.3 Property Description

556 Wellington Street is an ‘L-shaped’ property that is currently undeveloped and used as a surface parking lot. The surrounding area – is primarily supported by the low-rise and low intensity residential character of the WW-HCD, along with mainly mid-rise commercial/institutional uses south edge of the property.

2.0 Description of Proposal

2.1 Heritage Alteration Permit Application

Municipal Council has delegated approval of heritage alteration permit (HAP) applications that do not meet the “conditions for referral” defined in the Delegated Authority By-law (C.P.-1502-129) to the City Planner. As a proposed new building within a heritage conservation district, the HAP application for 556 Wellington Street was determined to meet the “conditions for referral”, thus requiring consultation with the London Advisory Committee on Heritage (LACH) before a decision by Municipal Council on the HAP application is rendered. A heritage alteration permit application (HAP) was submitted by the applicant (Zelinka Priamo Ltd. representing the property owner), and received on February 6, 2020. The HAP application drawings are attached in Appendix C. The London Advisory Committee on Heritage (LACH) will be consulted at its meeting on Thursday, September 10, 2020 regarding this application. The LACH will have a recommendation available to present at the September 21, 2020 meeting of the Planning & Environment Committee. Note that timelines legislated pursuant to the Ontario Heritage Act are currently suspended by Ontario Regulation 73/20 for the duration of the COVID-19 pandemic.

2.2 Development Proposal

The proposal is to construct a high-rise, mixed-use retail/residential development. The proposal is composed of two separate buildings (12 and 18-storeys in height) on the 6,134m² (66.027 ft²). The proposed building has approximately 80% site coverage site with close to zero-lot line setbacks to the Wellington and Wolf Street right-of-way. The west (18-storey building) has a split 2 and 3 storey podium base with levels above at various step-backs. The east (12-storey building) includes a 5-storey parking garage topped with seven stories of residential units. Between the two towers, there is a total of 405 residential units proposed. Commercial space is in the west building facing Wellington Street, and indoor amenity space is provided to the rear of the west building; no outdoor amenity space is proposed. There are 2 levels of underground parking with a total of 550 parking spaces (including 5-storey parking garage).

The two buildings are separated by an asphalt drive, which provides access to the loading zones for the west building, five levels of above ground parking and main entrance of the east building. All vehicles enter from the Wolfe Street, with access to the above or underground portions of the garage. A 70-degree angular step-back plane has been incorporate into the design of the west building (HIA, p45). The buildings are built to the property lines with minimal separation between the west building and Centennial Hall (approx. 4.55m), and between the east building and 302 Princess Avenue (approx. 2m). The west building setback along Wolfe Street is less than those of adjacent

buildings, maximizing lot coverage. The vehicle access drive and site utilities are positioned on east property line, adjacent to 295 Wolfe Street.

Both buildings (east and west) are designed in several exterior materials, which are intended to differentiate the base, middle and upper portion of the towers' design. The lower portion of both buildings uses red brick while the midsection uses an EIFS exterior claddings system in various panel colours in dark and light greys and white. The top portion of both buildings is clad in spandrel glass in white and grey. The aboveground parking structure is unclad precast concrete coloured to match the masonry.

According to the *Urban Design Brief* (UDB) and *Heritage Impact Assessment* (HIA), architectural treatment consists of:

- design with step-backs that align with adjacent buildings and incorporate a podium base, that is intended to be in scale with the surrounding buildings;
- uses of materials intended to be similar to those found throughout the WW-HCD;
- the building being divided into smaller bays by brick and other cladding material colour within each bay;
- larger proportions of brick materials being divided by vertical changes (UDB p9)
- an articulated podium intended to relate to the pedestrian scale of the street and to the varying profile of the surrounding neighbourhood;
- a podium designed with vertical divisions, intended to replicate the rhythm of the existing streetscape and allow the building to be more compatible with the scale of the adjacent heritage buildings;
- a decorative cornice on the second and fifth story of the podium base, intended to be compatible with the heritage character of the HCD;
- windows arranged in symmetrical sets of two, four or five windows, intended to be consistent with those found in late 19th and early 20th commercial buildings; and,
- screening the five levels of above ground parking in the east building, intended to improve building compatibility. (Selected excerpts from *Urban Design Brief*, pp9-12 and *HIA*, pp50-60)

2.3 Heritage Impact Assessment (HIA)

A heritage impact assessment (HIA) was submitted by Golder Associates Ltd., dated May 13, 2019, as per Policies of the *Official Plan* (13.2.3.1) and *The London Plan* (586_); its preparation followed the *MTCS Ontario Heritage Toolkit* as a guideline (Ontario, InfoSheet #5).

The HIA concluded that:

the proposed development will have direct and indirect impacts to the West Woodfield HCD in terms of alterations, land disturbances, and shadows. However, design of the proposed development has included elements intended to complement the heritage character of the West Woodfield HCD while following development guidance from the City's Zoning By-law. Direct and indirect impacts from the proposed development can be mitigated through design and construction mitigation practices. Golder therefore recommended to monitor for construction vibration at the property boundaries as per the City's Development and Construction Standards. (Golder, Response, p1)

The London Advisory Committee on Heritage (LACH) was consulted at its meeting on November 13, 2019 regarding the Heritage Impact Assessment and prepared a response that was approved at the December 11, 2020 LACH meeting. The response stated that the "LACH did not agree with or support the findings of the HIA." The LACH "consider[s] the conservation of the heritage character of the West Woodfield Heritage

Conservation District to be fundamental to good land use planning for this site.” The LACH referenced the *West Woodfield Heritage Conservation District Plan* that ‘a new building should be sensitive to, and compatible with, the existing cultural heritage landscape through attention to height, built form, setback, massing, materials and other architectural elements’. LACH concluded, “none of these criteria have been met” by the development proposal.

3.0 Legislative and Policy Framework

Heritage resources are to be conserved and impacts evaluated as/per fundamental policies in the *PPS-2020*, the *Ontario Heritage Act*, *The London Plan* and the *London OP-1989*. Finally, more specific area-based policies and guidelines – part of the *West Woodfield Heritage Conservation District Plan (WW HCD Plan)* – contain both; 1) policies establishing intention, and 2) specific guidelines that provide direction how to achieve conservation of resources, attributes and character.

3.1 Provincial Policy Statement

Heritage conservation is a matter of provincial interest (Section 2.d, *Planning Act*). The *Provincial Policy Statement (PPS-2020)* promotes the wise use and management of cultural heritage resources and directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.” (2.6.1) Policy 2.6.3 provides the following direction:

Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

“Significant” is defined in the *PPS-2020* as, “resources that have been determined to have cultural heritage value or interest.” Further, “[p]rocesses and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.” (p51)

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

Pertinent to this report, note that “to conserve” may be achieved by the implementation of recommendations in a heritage impact assessment specifically through mitigative measures and/or alternative development approaches (pp41-42).

Various mitigative methods are identified in the *Ontario Heritage Tool Kit, HIAs and Conservation Plans InfoSheet#5* to minimize or avoid a negative impact on a cultural heritage resource (p4). These methods include, but are not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alteration
- Buffer zones, site plan control and other planning mechanisms

3.2 Ontario Heritage Act

Section 42 of the *Ontario Heritage Act* requires that a property owner not alter, or permit the alteration of, the property without obtaining Heritage Alteration Permit approval. The *Ontario Heritage Act (OHA)* enables Municipal Council to give the applicant of a Heritage Alteration Permit:

- a) The permit applied for;
- b) Notice that the council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached. (Section 42(4), *Ontario Heritage Act*)

Municipal Council must make a decision on the heritage alteration permit application within 90 days or the request is deemed permitted (Section 42(4), *OHA*).^a

3.3 The London Plan/Official Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The policies of *The London Plan* found in the Key Directions and ‘Cultural Heritage’ chapter support the conservation of London’s cultural heritage resources. Policy 62_9 of *The London Plan* notes the municipality’s primary initiatives to “Ensure new development is a good fit within the context of an existing neighbourhood”, and Policy 554_3 to “ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.” To help implement the identified policies that new development is compatible, Policies *565_ and *594_^b of *The London Plan* provide the following direction:

*(*565_) New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources...*

*(*594_) 1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.*

2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.

3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.

Policy 13.3.6 of the *Official Plan* (OP-1989, as amended) states that “[t]he design of new development, either as infilling or as additions to existing buildings, should complement the prevailing character of the area.” (OP-1989, 13.3.6 ii) Further, Policy 11.1.1 supports the principle of architectural continuity – the transitioning of new development to existing within a heritage context:

v) The massing and conceptual design of new development should provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual identity or which are

^a Note that timelines legislated pursuant to the *Ontario Heritage Act* are currently suspended by Ontario Regulation 73/20 for the duration of the COVID-19 pandemic.

^b Under appeal.

recognized as being of cultural heritage value or interest. (OP-1989, 11.1.1 v)

3.4 Zoning

The property is currently zoned DA1(1): Downtown Area Zone, with a special provision to allow for a convention centre. Rezoning is not required as the current zone allows for a maximum height of 90m and 100% lot coverage and residential and commercial uses. The design proposal for the application complies with the allowable zoning regulations.

3.5 West Woodfield Heritage Conservation District Plan

The *West Woodfield Heritage Conservation District Plan (WW – HCD Plan)* was designated by By-law No. L.S.P.-3400-254 and came into force and effect on March 9, 2009. The *WW – HCD Plan* provides reasons for district designation, principles, goals & objectives, policies and guidelines to help manage change for the nearly 560 properties located within its boundaries.

The heritage character statement (or reasons for district designation under Part V of the *Ontario Heritage Act*) highlights West Woodfield's residential, park-like setting.

The district presents a well-preserved residential neighbourhood that reflects an era when London moved to the national stage in terms of its manufacturing and wholesaling presence. There is a marked visual consistency to the architecture reflecting a cross-section of high quality architecture from the late 19th and early 20th century; the majority remains residential, with commercial and office uses positively impacting the quality of the streetscape. The shady tree-lined streets and picturesque Victoria Park are the core of West Woodfield. The area has changed over the years, but the character of the streetscape endures. Woodfield [has been called] the heart of historic London. (Excerpts from the *WW HCD Plan*, Section 2.3)

Principles outlined in Section 3.2 of the *WW – HCD Plan*, establish heritage fundamentals derived from *The Venice Charter* (1964). One of these heritage principles – particularly pertinent to this application – is the importance of preserving the traditional setting. A building is intimately connected to its site and to the neighboring landscape and buildings, requiring its neighbours to illustrate the original design intent. When buildings need to change there is a supportive setting that should be maintained (p3.4). The principle of 'preserving traditional setting' would also pertain to new infill development.

Key goals and objectives of the *WW–HCD Plan* reference the buildings, streetscape and land use patterns found in the District.

- ...[T]he essential architectural and streetscape character of the District is maintained and, wherever possible, enhanced.
- ...[E]nsure new development and alterations are sensitive to the heritage attributes and details of the District...
- Maintain and enhance the visual, contextual and pedestrian oriented character of the streetscape and public realm.
- Maintain the low-density residential character of the District as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses.
- ...[C]onsider and mitigate the potential impacts of non-residential or higher intensity residential uses on the heritage character of low-density residential areas.

- ...[P]rotect key heritage attributes, while allowing greater latitude for potential alterations or redevelopment, intended for non-residential or higher intensity residential uses
- Ensure that infill development or redevelopment is compatible with the heritage character and pedestrian scale of the District. (excerpts from the *WW HCD Plan*, Section 3.1)

To support and implement goals and objectives of the *WW-HCD Plan*, select policies most pertinent to this application include the following:

- “The WW HCD was developed primarily as a single family residential area. Setbacks of original heritage buildings, particularly in the residential area, are relatively uniform at the individual street level, as are building height and scale. To maintain the general consistency of the land uses and development pattern in the District, the following policies are proposed:
 - (a) Maintain the residential amenity and human scale by ensuring that the low-density residential land use character remains dominant.
 - (b) New land uses that are out of keeping with the general residential character of the District, or would have a negative impact on it, are discouraged.
 - (c) Higher intensity uses or redevelopment opportunities shall be focused outside of the residential district and in areas designated for intensification.” (*WW-HCD Plan*, 4.1)

Sections 5.10, 8.1, and 8.2 more specifically outline heritage guidelines for new and infill construction. Those relevant to this application are as follows:

- “...ensure any potential development is respectful of the heritage character of the District yet is not too restrictive to the potential of the site.” (*WW-HCD Plan*, 5.10.2)
- “Establish maximum heights in [the area] related to uses of adjacent properties...three stories adjacent to the houses on Wolfe and Princess, rising to 8 to 10 stories facing Dufferin and Wellington, to be confirmed by shadow studies.” (*WW-HCD Plan*, 5.10.2)
- “Any future changes to existing buildings that are taller than 6 floors, or for the design of new buildings taller than 3 floors, should be required to provide an adequate transition to neighbouring building types and heights, as well as being sensitive to the quality of the elevation contributed to the rest of the street.” (*WW-HCD Plan*, 8.1.9)
- “[N]ew buildings must be designed to be compatible with the heritage characteristics of the West Woodfield Neighbourhood to help retain the overall visual context of the area.” (*WW-HCD Plan*, 8.2.3)
- “Where redevelopment is proposed on vacant or underutilized sites, new development shall be sensitive to and compatible with adjacent heritage resources on the street with respect to height, massing, built form and materials.” (*WW-HCD Plan*, 8.2.7.3)

The development proposal is subject to Site Plan Approval (SPA19-046) which also includes public site plan review (i.e. a public participation meeting – PPM) in accordance with the provisions within the *WW-HCD* (Section 5.10.2, Policy 5.4a). A PPM is required specifically for the development of vacant parcels within the HCD to provide an opportunity for community input and awareness of potential changes.

In order to support the character of the District and implement the above principles, goals and objectives, policies and guidelines of the *WW-HCD Plan*, heritage alteration permit approval (HAP) is required for alterations to, and new infill development on,

properties designated in the District. Heritage alteration permit approval is required prior to issuance of a Building Permit.

4.0 Analysis

With any new development on a vacant lot, there is an opportunity to provide for new uses, increase commercial potential, housing supply and affordable possibilities, and to fill-in a ‘tooth’ of the urban fabric that is visually absent. Outside of heritage concerns, infill development should first be guided by good planning and urban design practices and issues around ‘good fit’ – essentially to demonstrate that the new development is sensitive to, and compatible with, the existing and planned context. Regarding this very point, the proposed high-rise development does not demonstrate fit with the existing or planned context, or to use heritage terminology, conserve cultural heritage value or interest.

The *Provincial Policy Statement (PPS-2020)* states that significant built heritage resources and their attributes shall be conserved. Key here are the terms ‘significant’ and ‘conserve’. At 556 Wellington Street, the significance of the property and surrounds has already been established, being designated under Part V of the *Ontario Heritage Act (OHA)*. Note that the adjacent Victoria Park is included within the West Woodfield Heritage Conservation District (WW-HCD), and is also designated as an individual property under Part IV of the *OHA*. Its inclusion within the WW-HCD attests to how integral it is to the District – historically and physically to its character. The term ‘conserved’ is directed to ensuring that the cultural heritage value or interest of designated properties and the WW-HCD as a whole is retained, and if need be, through the application of mitigative measures. Questions relevant to this HAP that shape the analysis include:

1. Is the design of the proposed development responsive to the immediate heritage context and its character?
2. Does the development conserve the designated heritage properties and does it respect their scale, form, and heritage design?
3. Does the proposed development transition appropriately to the adjacent properties and district neighbourhood?
4. Does the proposed development create unacceptable negative impacts that are not sufficiently mitigated?

With regards to the above questions, key issues regarding this heritage alteration permit application have to do with the following: district character; height, scale, form, and massing; adjacencies and transitioning between existing and new; and, negative impacts such as isolation of Park from the District, diminished views and extensive shadowing.

4.1 District Character

The intent of the *West Woodfield Heritage Conservation District Plan (WW-HCD Plan)* (as considered in all parts – its goals, objectives, policies and guidelines) is to maintain the predominantly low-density, residential character of the current District. The *WW-HCD Plan* does recognize that there are some areas of West Woodfield where other uses and forms of development may be appropriate. Yet the focus remains on land use goals and objectives that primarily support this low-density residential character while mitigating the potential impacts of non-residential or higher intensity residential uses (*WW-HCD Plan*, 3.1). Further, development pattern policies identified in the *WW-HCD Plan* are also consistent with land use goals and objectives by ensuring that the low-density, residential land use character remains dominant, and that new land uses are consistent with the general residential character of the District (*WW-HCD Plan*, 4.1).

Noting the above, the proposed development is not responsive to its heritage context. It does not reflect the dominant low-density, residential land use character (lot patterning, overall form, architectural styling and details). It is not compatible with the smaller, highly, detailed scale and character of the Park and residential District's Victorian heritage character. The overall form and massing of the development severs the historical and contextual relationship between the Park and residential area to the east, through diminished views and eroding of physical connections. In this regard, the impacts of the development on the character and quality specifically of Victoria Park (as understood and experienced as a whole place, public good and amenity) have not been considered.

There are several design measures stated in the *Urban Design Brief and Heritage Impact Assessment* intended to mitigate the impact of the scale and form of the proposed development, and enhance its compatibility with the heritage character of the area: articulated podium design with cornice, the use of similar materials, façade divisions that replicate the existing streetscape, and window arrangement consistent with those found in late 19th and early 20th commercial buildings.^c DS-heritage staff finds these measures to be insufficient to mitigate the dominant scale of the development. The application of a podium (such as in this design) is customary in high-rise design and the treatment of its exterior is no more unique. It is not clear in the HIA as to what makes the proposed development compatible with West Woodfield's character. As such, consideration is necessary to understand precisely what character the development is attempting to be compatible with and what the heritage attributes are that make-up that character. It is unconvincing that this development's design has translated the residential character of West Woodfield into an architectural vocabulary and modern expression of a high-rise, in a meaningful, site-specific manner.

4.2 Height, Scale, Form, and Massing

The current zoning permissions on the identified site allows for a maximum height of 90m and 100% lot coverage. However, based on the WW-HCD, the scale of the proposed development in relation to adjacent properties on Wolfe Street and Princess Avenue need to ensure compatibility with, and transition to, the low-rise, highly detailed scale and heritage character of the District. The *WW-HCD Plan* (5.10.2) suggests 3-stories rising to 8-10 stories in height at this location (i.e. 556 Wellington Street); however, there is some latitude provided in the *WW-HCD Plan* for increased heights and density for redevelopment purposes (i.e. infill and vacant lots).

The use of an architectural vocabulary that relies on a podium base, mid-section and cap – along with step-backs – can be successful in supporting a pedestrian scale and mitigating impacts of high-rise development at the street level. This mitigative approach however, is much more effective in a typical downtown setting that is dominated by abutting mid to high-rise buildings. In similar comments from the LACH regarding this issue, members noted that, “the podium has been designed to fit in with the height of the surrounding streetscape but it is part of the appearance of a very large, bulky and dominant building; t]his building will be eminently visible from a distance, that is from Victoria Park, which will negate the desired effect of the podium.”

As mentioned in Section 3.4, rezoning is not required for the associated site plan application for this development, as the current zone allows for a maximum height of 90m and 100% lot coverage and residential and commercial uses. Description of the proposed development in the *Urban Design Brief and Heritage Impact Assessment* acknowledges that the “scale of the proposed development is larger and taller than the

^c In an Ontario Municipal Board decision (no. PL141140), the Board's view was that “there must be more than materiality” for the proposed development to conserve the heritage attributes of adjacent buildings [57].

surrounding HCD”, and that “this scale is the outcome of careful adherence to these zoning by-law requirements.” It should be noted that height and lot coverage are established as maximums not minimums; there is a wide range of heights and coverage that would adhere to these zoning requirements.

Noting the above, the proposed transition in height of the new development, particularly the rear 12-storey building, is not compliant with the policies and guidelines of the *WW HCD Plan* (5.10.2). These policies and guidelines help to ensure that the impact of the new development is mitigated in relation to the predominantly low-density, residential character of the District’s Victorian architecture and landscape. The resultant scale, massing and form of the proposed development could be further mitigated through a reduction in height and increase setbacks and step-backs to existing abutting heritage properties. As submitted, the proposed development does not conserve the designated heritage properties and does not respect their scale, form and heritage design.

4.3 Adjacencies and Transitioning

The *WW-HCD Plan* guidelines address fit and compatibility of new development particularly in relation to adjacencies and transitioning to surrounding properties.

- “[...]the design of new buildings taller than 3 floors, should be required to provide an adequate transition to neighbouring building types and heights...”
- “...new development [on vacant lots] shall be sensitive to and compatible with adjacent heritage resources on the street with respect to height, massing, built form and materials.” (*WW HCD Plan*, 8.1.9; 8.2.7.3)

On this property, a three-storey height is recommended adjacent to the houses on Wolfe Street and Princess Avenue (*WW HCD Plan*, 5.10.2). On this matter, the architectural vocabulary for the proposed development relies on a 5-storey podium base, which is intended to mitigate the scale and massing of both high-rise buildings, and to relate to the pedestrian scale of the street and to the varying profile of the surrounding neighbourhood. The proposed design also includes a decorative cornice on the second and fifth story of the podium base, intended to be compatible with the heritage character of the HCD. The proposed 5-storey podium may be considered effective in transitioning to adjacent properties and in supporting a pedestrian realm with the applied cornice detailing and lowering the perceived scale at street level.

At the rear, the development is nearly ‘butt-up’ against the heritage home at 302 Princess Avenue, with not much more than 2m between the 12-storey high-rise parking/residential structure and the 2 ½ -storey heritage home. The rear of other Wolfe Street properties will similarly be impacted with 295 Wolfe Street being adjacent to rear servicing and parking access with no buffering. Overall, the Wolfe Street podium façade (at the rear portion) reflects the utility of a parking garage as does the façade that is adjacent to Princess Avenue; both facades are not compatible with the heritage character of the District.

4.4 Mitigation of Negative Impacts

The Ontario Ministry Heritage Tool Kit (InfoSheet #5), identifies a number of possible negative impacts on cultural heritage resources. Relevant to this application are impacts of: a) shadowing that could alter the appearance of a heritage attribute or changes the viability of a natural feature; b) isolation of heritage attributes from their surrounding environment, context or a significant relationship; and, c) direct or indirect obstruction of significant views or vistas within, from, or of a built and natural feature (p3). DS-Staff’s opinion is that the proposed development is not responsive to: a) the negative impacts of shadowing; b) the obstruction of views to and from Victoria Park, and impacts of obstruction on properties at this park-edge of the WW-HCD; and, c) the ‘perceived isolation’ of Victoria Park from the District.

Golder Associates' response to heritage staff's Memo (July 2019) did not address obstruction of views and vistas, stating that there are no significant views identified within the *West Woodfield HCD Plan* (Golder, Response, p4). No specific views were identified in the *WW HCD Plan*, however, views and their integration with streetscape and landscaping as part of the character of West Woodfield is described in the *WW-HCD Plan* (9.1). Particularly noted is the potential 'loss of views' where zoning permits higher buildings, with the suggestion that studies evaluate potential loss of views should be conducted and measures be taken to mitigate the potential effects (4.3(d); 8.2.3). Within the context of the Victorian styling prominent in the district and character of the Park, the framing of views is also important as it provides viewing opportunities from the heritage homes to the gardens [and by association, the Park]. Although no specific views were identified in the Victoria Park designating by-law, this is certainly not unusual given the date of the by-law being prior to 2005. As a Victorian-styled park, the Victoria Park Restoration Master Plan (2005) identified focal points, entrances and gateways to the park as important elements to re-establish the unique status of the Park – providing interesting destination points within the concept of a heritage strolling park and future revitalization plans. Visual connections between specific heritage buildings and Victoria Park and specific views across Victoria Park have been noted as important in City documents.

Regardless of there being no protected views cited in the *WW-HCD Plan*, the design of the new development should be responsive to the potential loss of views; views that are integral to the Park and Victorian character of the district are worthy of further consideration and study. On this note, an Ontario Municipal Board decision (no.PL141140) has interpreted views as evidence where none were specifically protected, and considered that generally views are worthy of safeguarding against the encroachment of tall and imposing new development. "There is value in preserving views of [...] heritage buildings to the extent possible while developing on a site that abuts such structures." [54]

'Visual obstruction' of heritage resources is associated with the above-mentioned concept of the viewscape. Obstruction, whether physical or visual, can be understood as a barrier, which isolates heritage resources from their relationship with Victoria Park and vice versa (particularly at the western edge of the WW HCD along Waterloo Street); this relationship is mutually supportive and is integral to the character of both the WW HCD and Victoria Park. The new development at 556 Wellington Street – due to its form, scale and height – separates and isolates the western edge of the District from the Park which is not only a Part IV designated property, but a resource of West Woodfield as well. This isolation affects the quality of the environment and, more broadly, Londoners' experience of their City. The MTCS InfoSheet #5 (p3) does not precisely identify 'visual obstruction' as a negative impact, but notes that the list is not limited to the (8) mentioned impacts and allows for other impacts to be identified. Further, City policies do not specifically note visual obstruction, but do place importance on relationships and the concept of connectivity and view corridors. Staff recognizes that new development at 556 Wellington Street considers the pedestrian experience at grade directly near on the subject site. However, staff note that the development is not responsive to the broader impacts on the potential loss and obstruction of views due to the scale of the development and the resultant pedestrian experience and quality of the environment as a whole.

Finally, three-day shadow studies were prepared for the Site Plan Application drawing package. These days are intended to represent extreme conditions and are illustrated for (5) times during the day (10:00AM, 12noon; 2:00PM, 4:00PM, and 6:00PM). Based on these studies, there appears to be limited impacts of shadowing on Victoria Park. However, there is notable shadowing of properties particularly those on the north-side of

Wolfe St and south side of Princess Avenue on March 21st 10AM, 12, 2, and 4PM; June 21st 4 and 6PM; and, Sept 21st 10AM, 12 and 2PM). There is extensive shadowing on these properties in and around March 21st at 6:00PM and Sept 21st 4 and 6PM).

5.0 Conclusion

Compatibility and sensitivity to the broader surrounding heritage context and character is an important component of any infill proposal within a heritage conservation district. In case of this heritage alteration permit application, with adjacencies also to a nationally significant heritage attribute being Victoria Park. Based on the previous review and analysis it is the opinion of DS-Staff that the proposed development at 556 Wellington Street:

- is not responsive to the immediate heritage context and its character;
- it does not conserve the designated heritage properties and does not respect their scale, form and heritage design;
- it does not appropriately transition to the adjacent properties and district neighbourhood; and,
- it creates unacceptable negative impacts that are not sufficiently mitigated.

Based on the applicant's *Urban Design Brief and Heritage Impact Assessment*, the appropriateness and compliance of the proposed development with the *West Woodfield Heritage Conservation District Plan (WW-HCD)* is predicated on meeting zoning requirements and on a design approach that mitigates the massing, scale and form of the development, and sensitively transitions to the heritage character of the District and adjacent heritage resources (i.e. District and Park).

However, the proposed development does not conform to the reasons for designation (character) of the District, nor with the principles, goals, objectives, policies and guidelines of the *West Woodfield Heritage Conservation District Plan (WW-HCD Plan)*. It does not conform to the direction of the policies of *OP-1989* and *The London Plan* for cultural heritage resources, and is inconsistent with the direction of the *Provincial Policy Statement (2020)* as it does not conserve the heritage attributes that contribute to the cultural heritage value or interest of significant built heritage resources.

Although the development proposal meets zoning requirements, the resultant massing, scale and form that results from maximizing site coverage and volume, is entirely at odds with the character of WW-HCD and adjacency to Victoria Park. A development proposal cannot proceed to permit issuance without compliance with the Building Code Act, which requires a review of the West Woodfield Heritage Conservation District and the issuance of Heritage Alteration Permit.

Based on the above, this heritage alteration permit application should be refused.

Prepared by:	Laura E. Dent, M.Arch, PhD, MCIP, RPP Heritage Planner
Submitted by:	Michael Pease, MCIP, RPP Manager, Development Planning
Recommended by:	Paul Yeoman Director, Development Services
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from City Planning and Development Services.</p>	

August 28, 2020
LED/

Y:\Shared\ADMIN\6 - LACH Reports\2020 LACH Reports\09 - September 10\2020-09-08 LACH HAP20-011-L 556 Wellington St.docx

Appendix A Property Location

Appendix B Images

Appendix C Drawings: Issued for SPA (April 15, 2020)

Sources

Corporation of the City of London. n.d. Property files: 556 Wellington Street.

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Appendix A – Location

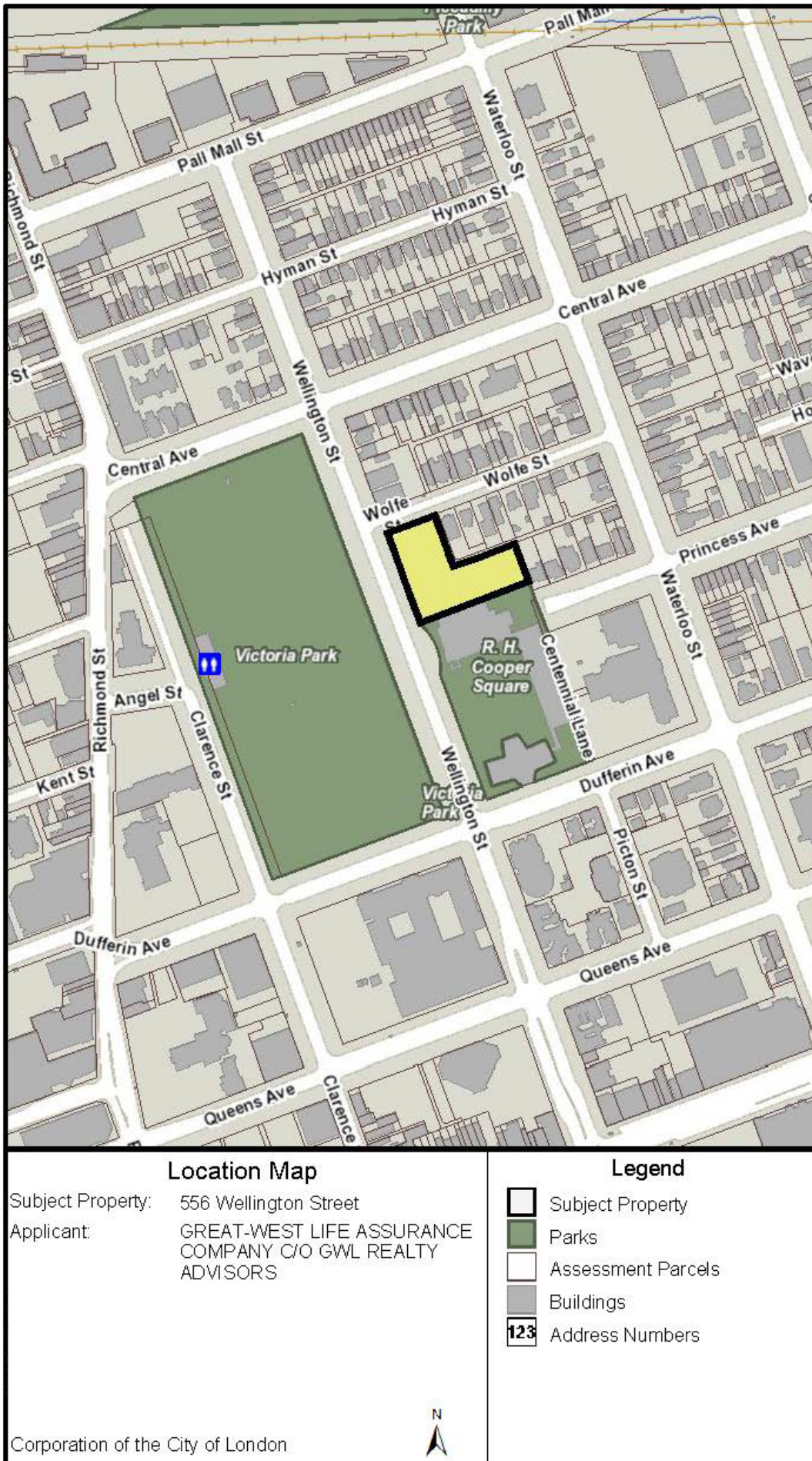


Figure 1: Location of the subject property at 556 Wellington Street in the West Woodfield Heritage Conservation District.

Appendix B – Images



Image 1: Photograph of subject site, view south east (August 24, 2020)



Image 2: Photograph of subject site, view south east (August 24, 2020)



Image 3: Photograph of subject site, view to east (August 24, 2020)



Image 4: Photograph of subject site, view north-east (August 24, 2020)



Image 5: Photograph of Victoria Park, view north along Wellington Street (August 24, 2020)



Image 6: Photograph of Victoria Park, view west from Wellington Street (August 24, 2020)



Image 7: Photograph of Victoria Park, view south along Wellington Street (August 24, 2020)



Image 8: Photograph of adjacent properties – Centennial Hall (August 24, 2020)



Image 9: Photograph of adjacent properties – 295 & 297 Wolfe Street (August 24, 2020)



Image 10: Photograph of adjacent properties – 560 Wellington Street (August 24, 2020)



Image 11: Photograph of adjacent properties – 300 Princess Street (by K. Gonyou)



Image 12: Photograph of Princess Street – streetscape (August 24, 2020)



Image 13: Photograph of Wolfe Street – streetscape (August 24, 2020)



Image 14: Photograph of Wolfe Street – streetscape (August 24, 2020)

Appendix C – Drawings Issued for Site Plan Approval – April 15, 2020

Attached separately



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17.191CS



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**Issued for SPA
April 15, 2020**



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556 Wellington Street South, London, Ontario (17.191CS)

REVISED 2020-04-15

	m2	ft2		PROPOSED
SITE AREA	6,134.1	66,027	F.S.I.	5.82
			Density (units per net hectare)	660.2
TOTAL GFA / TFA	35,700.5	384,280	TOTAL # OF UNITS	405
TOTAL GROUND FLOOR AREA (GFA / TFA)	2,352.8	25,326	TOTAL # OF PARKING SPACES	550
TOTAL CONSTRUCTIBLE AREA (TCA)	65,381.7	703,769		

SETBACKS

Z-1 Zones as of August 29, 2019 DA1 (1)

BUILDING 1	NORTH		SOUTH		EAST		WEST	
	REQ.	PROV.	REQ.	PROV.	REQ.	PROV.	REQ.	PROV.
SETBACK	0	0.35	0	1.25	0	10.0	0	0.70

RESIDENTIAL COMPONENT OF BUILDINGS The required setback for the residential portion of buildings shall be 1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or a fraction thereof above 15 metres (49.2 feet).

BUILDING 2	NORTH		SOUTH		WEST		EAST	
	REQ.	PROV.	REQ.	PROV.	REQ.	PROV.	REQ.	PROV.
SETBACK	0	0.5	0	0.2	0	N/A	0	0.6

RESIDENTIAL COMPONENT OF BUILDINGS The required setback for the residential portion of buildings shall be 1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or a fraction thereof above 15 metres (49.2 feet).

Gross Floor Area Definition:

Gross floor area means the sum total of the gross horizontal areas of the several floors of the building or buildings on a lot, measured from the exterior faces of the exterior walls or from the centreline of the common wall separating two buildings, and the "floor area, gross" of a building shall include:

- a) basement floor area where the basement ceiling height is 1.8 metres (5.9ft.) or more, unless otherwise specified;
- b) elevator shafts and stairwells at each floor, floor area used for mechanical equipment, penthouse, attic space having headroom of 2.0 metres (6.6 ft.) or more for at least half the attic floor area, interior balconies and mezzanines, enclosed porches and floor area devoted to accessory uses; and,
- c) area used for private garage, parking or loading, whether in the main building or in an accessory building, is not included in the "floor area". Service areas are included in the calculation of gross floor area for any Automobile Repair Garage uses.

Height Definition:

When used in reference to a building or structure, means the vertical dimension between the grade of such building or structure and: a) in the case of a flat roof, the highest point of the roof surface or parapet wall;

GROSS FLOOR AREA (GFA) / TOTAL FLOOR AREA (TFA)

	GROSS FLOOR AREA / TOTAL FLOOR AREA														
	FLOOR	RESIDENTIAL (SALEABLE)		RESIDENTIAL (NON-SALEABLE)		COMMERCIAL/ RETAIL		RETAIL (SERVICE)		AMENITY		TOTAL GFA / TFA		UNITS	EFFICIENCY
		m2	ft2	m2	ft2	m2	ft2	m2	ft2	m2	ft2	#	#		
18-STOREY RESIDENTIAL BUILDING	UG2														
	UG1														
	1			915.1	9,850	1,370.2	14,749			67.5	727	2,352.8	25,326		
	MEZZ			237.4	2,555							237.4	2,555		
	2	1,778.5	19,143	398.9	4,294							2,177.4	23,438	26	81.68%
	3	1,778.5	19,143	398.9	4,294							2,177.4	23,438	26	81.68%
	4	1,778.6	19,145	410.1	4,414							2,188.7	23,559	26	81.26%
	5	1,566.2	16,858	360.8	3,883							1,926.9	20,742	24	81.28%
	6	2,790.2	30,034	404.8	4,358							3,195.1	34,392	39	87.33%
	7	2,803.6	30,178	404.8	4,358							3,208.5	34,536	38	87.38%
	8	2,580.1	27,772	362.3	3,899							2,942.4	31,672	37	87.69%
	9	2,521.5	27,141	420.9	4,530							2,942.4	31,672	37	85.70%
	10	2,062.3	22,198	276.5	2,976							2,338.8	25,174	30	88.18%
	11	2,062.3	22,198	276.5	2,976							2,338.8	25,174	30	88.18%
	12	1,924.9	20,720	276.5	2,976							2,201.4	23,696	29	87.44%
	13	975.8	10,503	464.3	4,998							1,440.1	15,501	17	67.76%
	14	975.8	10,503	189.5	2,040							1,165.3	12,543	17	83.74%
	15	651.9	7,017	134.6	1,449							786.4	8,465	9	82.89%
	16	651.9	7,017	134.6	1,449							786.4	8,465	9	82.89%
17	495.2	5,331	131.7	1,418							626.9	6,748	4	78.99%	
18	437.6	4,710	39.4	424							477.0	5,134	7	91.74%	
MPH			190.6	2,051							190.6	2,051			
SUB-TOTAL	27,834.6	299,612	6,428.2	69,193	1,370	14,749			68	727	35,700.5	384,280	405		
TOTAL	27,834.6	299,612	6,428.2	69,193	1,370	14,749			68	727	35,700.5	384,280	405		

TOTAL CONSTRUCTIBLE AREA (TCA)

TOTAL CONSTRUCTIBLE AREA (TCA)					
BUILDING	PARKING	BALCONIES	TERRACE/ ROOF		TOTAL
m2	m2	m2	m2		m2
					5788.3
					5788.3
					5788.3
2,352.8	3,435.5				5788.3
237.4	2,114.0				2351.4
2,177.4	2,022.3	333.2	400.1		4933.0
2,177.4	2,022.3	333.2			4533.0
2,188.7	2,010.8	333.2			4532.7
1,926.9	366.0	39.5	500.2		2832.6
3,195.1		199.9			3394.9
3,208.5		199.9			3408.3
2,942.4		109.0	252.5		3303.9
2,942.4		172.9			3115.3
2,338.8		43.5	603.6		2985.9
2,338.8		138.9			2477.6
2,201.4		96.5	137.4		2435.2
1,440.1			703.9		2143.9
1,165.3		60.8	303.9		1529.9
786.4			338.9		1125.3
786.4		46.5			832.9
626.9			159.5		786.5
477.0			149.9		626.9
190.6			286.4		477.0
			190.6		190.6
35,700.5	23,548	2,107	4,027		65,382

UNIT BREAKDOWN

FLOOR	UNIT TYPE						SUB-TOTAL
	BACH	1B	1B+D	2B	2B+D	3B	
1							0
2		8	6	7	5	0	26
3		8	6	7	5	0	26
4		8	6	7	5	0	26
5		16	2	4	2	0	24
6		16	2	11	7	3	39
7		14	0	13	9	2	38
8		14	9	9	4	1	37
9		14	9	9	2	3	37
10		13	3	9	3	2	30
11		13	3	9	3	2	30
12		19	2	3	2	3	29
13		11	0	6	0	0	17
14		11	0	6	0	0	17
15		0	3	4	0	2	9
16		0	3	4	0	2	9
17		0	0	3	0	1	4
18		0	1	1	0	5	7
TOTAL		165	55	112	47	26	405
		220		159		26	
UNIT MIX		54%		39%		6%	100%

AVERAGE UNIT SIZE

TOTAL SALEABLE	UNIT COUNT	AVERAGE UNIT SIZE
27,834.6 m2	405	68.7 m2
299,612 ft2		740 ft2

AMENITY AREAS - PROVIDED

	REQUIRED		PROVIDED		RATIO
	m2	ft2	m2	ft2	
INDOOR AMENITY SPACE	0.0	0	67.5	727	0.2 m2 / UNITS
OUTDOOR AMENITY SPACE / OPEN LANDSCAPE AREA	0.0	0	0.0	0	0.0 m2 / UNITS
TOTAL AMENITY (INDOOR AND OUTDOOR)	0.0	0	67.5	727	0.2 m2 / UNITS

VEHICULAR PARKING - REQUIRED PER TIS REPORT

RATIO	EXIST. PARKING REPLACEMENT	VISITOR/RETAIL 1/90M2	RESIDENTIAL		
			BACH/ 1B / 1B+D 0.65 /UNIT	2B/2B+D / 3B 1.00 /UNIT	
PARKING SPACES	204	16	143	185	
	204	16		328	
TOTAL (EXCL. REPLACEMENT)	204			344	
TOTAL (INCL. REPLACEMENT)				548	

BARRIER FREE PARKING

	REQUIRED	PROVIDED
COMMERCIAL*	1	1
RESIDENTIAL**	6	6
	7	7

Accessible Parking Spaces (By-law Z-1):

*Four per cent of the total number of parking spaces for the use of persons with disabilities, where there are between 13 and 100 parking spaces in accordance with the following ratio, rounding up to the nearest whole number:

**iv) Two parking spaces for the use of persons with disabilities and an additional two per cent of parking spaces for the use of persons with disabilities, where there are between 201 and 1,000 parking spaces must be parking spaces for the use of persons with disabilities in accordance with the ratio in subparagraphs i) 1 and 2 rounding up to the nearest whole number;

BIKE PARKING

	REQUIRED	PROVIDED
SHORT-TERM		24
LONG-TERM		304
RATIO	0.75/UNIT	0.81
TOTAL	304	328

VEHICULAR PARKING - PROVIDED

FLOOR	UG2	UG1	FL1	MEZZ	FL2	FL3	FL4	FL5
SPACES	137	127	48	59	58	58	57	6
	264							
TOTAL	550							

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SPA DRAWING LIST	
Sheet Number	Sheet Name
SPA000	COVER SHEET
SPA001	STATISTICS
SPA004	CONTEXT PLAN
SPA151	FLOOR 01 / SITE PLAN
SPA152	MEZZANINE
SPA153	FLOOR 02-03
SPA154	FLOOR 04
SPA155	FLOOR 05
SPA156	FLOOR 06
SPA157	FLOOR 07
SPA158	FLOOR 08
SPA159	FLOOR 09
SPA160	FLOOR 10-11
SPA161	FLOOR 12
SPA162	FLOOR 13-14
SPA163	FLOOR 15-16
SPA164	FLOOR 17
SPA165	FLOOR 18
SPA201	UNDERGROUND LEVEL 01
SPA202	UNDERGROUND LEVEL 02
SPA301	WEST ELEVATION BLDG1
SPA302	EAST ELEVATION BLDG1
SPA303	NORTH ELEVATION
SPA304	SOUTH ELEVATION
SPA305	WEST ELEVATION BLDG2
SPA306	EAST ELEVATION BLDG2
SPA401	SCHEMATIC SECTION - NORTH-SOUTH
SPA402	SCHEMATIC SECTION - EAST-WEST
SPA600	DETAILS - SARIS BIKE RACK
SPA801	3D PERSPECTIVE
SPA802	3D PERSPECTIVE
SPA803	3D PERSPECTIVE
SPA804	3D PERSPECTIVE
SPA805	3D PERSPECTIVE
SPA806	3D PERSPECTIVE
SPA811	SHADOW STUDIES MARCH
SPA812	SHADOW STUDIES JUNE
SPA813	SHADOW STUDIES SEPTEMBER

PROJECT NO.	PROJECT DATE	ISSUED FOR	BY
17.191CS	2020-04-15	Issued for SPA	LLE
		Issued for SPA	AYU
		Issued for SPA	AYU

PROJECT 556 Wellington Street South

London, Ontario

DRAWING STATISTICS



1 CONTEXT PLAN
1:1000

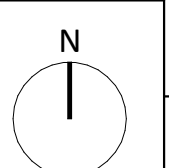
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING
CONTEXT PLAN

PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
LLE
CHECKED BY
AYU
SCALE
As indicated



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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- CONVEX MIRROR
- TRANSFORMER WITH CLEARANCES
- FIRE ROUTE SIGN
- GAS/HYDRO METER

BY PERMIT ONLY
VAN ACCESSIBLE

NOTE: SIGN ON A POST TO BE AT LEAST 1.5M ABOVE GROUND AND NOT MORE THAN 0.15M FROM WEIGHING FROM SPACE TO THE CENTRE OF THE SIGN.

FIRE ROUTE SIGN DETAILS

NOTE: SIGN ON A POST TO BE AT LEAST 1.5M ABOVE GROUND AND NOT MORE THAN 0.15M FROM WEIGHING FROM SPACE TO THE CENTRE OF THE SIGN.

#	DATE	ISSUED FOR	DESCRIPTION	BY
3	2020-04-15	Issued for SPA		LLE
2	2019-10-25	Issued for SPA		AYU
1	2019-04-24	Issued for SPA		AYU

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 01 / SITE PLAN

PROJECT NO.
17.191CS

PROJECT DATE
2020-04-15

DRAWN BY
VZ

CHECKED BY
AYU

SCALE
As indicated



DRAWING NO.
SPA151

RESIDENTIAL SITE DATA		
City of London Ontario Zoning By-law No.2-1 (Z-1 Zones as of August 29,2019 DA1 (1))		
Gross Site Area	6,134.1 m ² 0.61 ha	
Net Site Area (load allowance deduction)	6,134.1 m ² 0.61 ha	
Number of Units	485	
By Bedroom Count:		
Bachelor	0	
1 Bedroom	220	
2 Bedroom	159	
3 Bedroom	26	
4 or more Bedrooms	0	
Height	64.7 m 90m PERMITTED MAX	
Density	660.2 units per net hectare	
Building Coverage	4,831.6 m ² 79%	
Building Coverage (GROUND)	2,352.6 m ² 38%	
Landscaped Open Space	2,808.7 m ² 46%	
Paved Area	972.6 m ² 16%	
of the Net Site Area		
Parking Spaces Provided	550	
Parking Rates Used	Ratio space per	
1-Bed Unit	0.65 space/unit	Spaces Required 143
2 and 3 Bed Unit	1.00 space/unit	185
Visitor Parking	Shared with commercial *	16
Barrier Free Parking	**	13 residential 1 commercial

RESIDENTIAL SOLID WASTE MANAGEMENT NOTES:

- ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL BE LEVEL (+/-8%), AT LEAST 4.5 METERS WIDE THROUGHOUT THE SITE AND 6 METERS WIDE AT ENTRANCES AND EXITS, AND WILL HAVE A MINIMUM OVERHEAD TRAVELING CLEARANCE OF 4.4 METERS INCLUDING WHEN TRAVELING THROUGH OVERHEAD DOORS.
- TYPE G LOADING SPACE WILL BE AT LEAST 4 METERS WIDE, 13 METERS LONG, WITH AN UNOBSTRUCTED VERTICAL CLEARANCE OF 3.1 METRES, 5% SLOPE UP (1.7%) AND IS CONSTRUCTED OF AT LEAST 200MM OF REINFORCED CONCRETE.
- A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANEUVER BIN FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAG MAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLES ARRIVE AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
- SHARING OF TYPE G LOADING SPACE - RESIDENTIAL USE OF LOADING SPACE FOR PURPOSES OF MOVING WILL BE SCHEDULED ACCORDING TO GARBAGE PICK UP TIMES. SHOULD THE TYPE G SPACE BE NEEDED FOR USE BY COMMERCIAL SECTORS, THE COMMERCIAL COMPONENT MUST ARRANGE THIS USE SUCH THAT IT DOES NOT CONFLICT WITH ANY RESIDENTIAL USES.
- IF THE LOADING AREA / GRESS ROUTES ARE OVER SUPPORTED STRUCTURES, IE. OVER AN UNDERGROUND GARAGE OR A MECHANICAL SHAFT, THE FACILITY MUST CONFORM TO THE FOLLOWING:
 - DESIGN CODE-ONTARIO BUILDING CODE.
 - DESIGN LOAD-CITY BULK LIFT VEHICLE IN ADDITION BUILDING CODE REQUIREMENTS.
 - IMPACT FACTOR-5% FOR MAXIMUM VEHICULAR SPEEDS TO 15 KM/H AND 30% FOR HIGHER SPEEDS.
 - CITY COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTED STRUCTURE (SUCH AS AN UNDERGROUND PARKING GARAGE), THE UNDERGROUND PARKING GARAGE ROOF SLAB IS TO BE DESIGNED TAKING INTO ACCOUNT THE COLLECTION VEHICLE WEIGHT. THE CITY MUST PROVIDE, PRIOR TO COMMENCEMENT OF CITY SOLID WASTE PICK UP, A LETTER CERTIFIED BY A QUALIFIED ENGINEER THAT THE STRUCTURE CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE WEIGHING 35,000 KILOGRAMS.
 - PRIVATE CONTRACTOR MUST COLLECT ALL SOLID WASTE FROM THE RETAIL COMPONENT.
 - WASTE BINS TO BE JOCKEYED ON COLLECTION DAY, IF REQUIRED. STAFF JOCKEYING THE BINS DURING SOLID WASTE PICK UP AND THE REQUIRED STAGING AREA IS TO BE LOCATED IN CLOSE PROXIMITY TO THE LOADING AREA TO AVOID ANY DELAYS DURING PICK UP.
 - NON-RESIDENTIAL COMPONENT WILL ONLY SCHEDULE USE OF THE TYPE G LOADING SPACE ON OPPOSITE DAYS FROM THE COLLECTION DAYS OF THE RESIDENTIAL COMPONENT TO ENSURE THAT THE TYPE G LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION. IF LOADING SPACE IS TO BE SHARED, THE COMMERCIAL BINS MUST BE LABELED "RETAIL WASTE ONLY".

RESIDENTIAL WASTE STORAGE AREA REQUIRED:

MINIMUM 25 m² FOR THE FIRST 50 UNITS
+ 13 m² FOR EACH ADDITIONAL 50 UNITS
+ MINIMUM OF 10 m² FOR BULKY ITEMS
NUMBER OF UNITS = 485
= 353 / 50 UNITS
= 7.1 (ROUND UP) = 8 X 13 m²
= 104 m² + 25 m²
= 129 m²

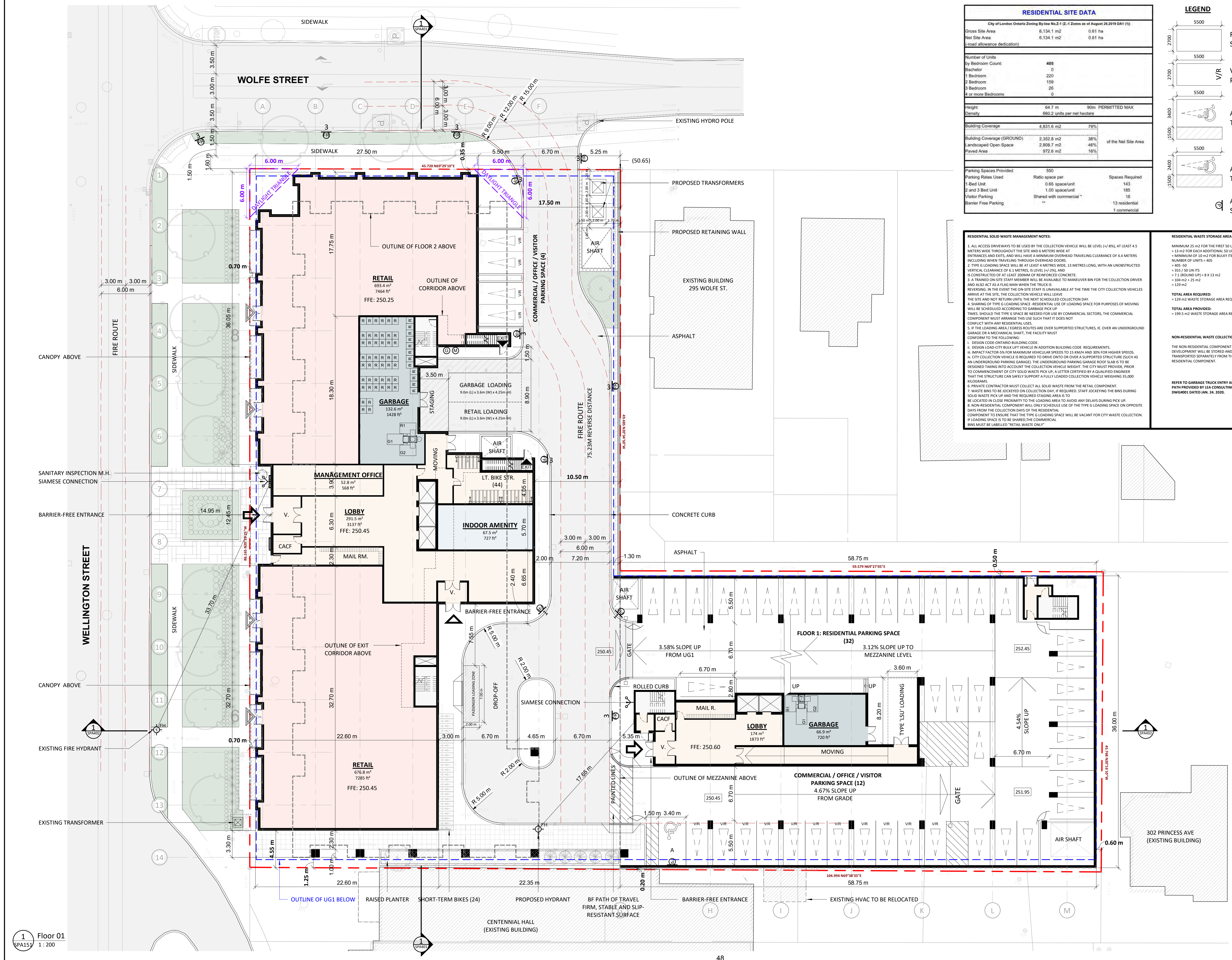
TOTAL AREA REQUIRED:
= 129 m² WASTE STORAGE AREA REQUIRED

TOTAL AREA PROVIDED:
= 199.5 m² WASTE STORAGE AREA REQUIRED

NON-RESIDENTIAL WASTE COLLECTION

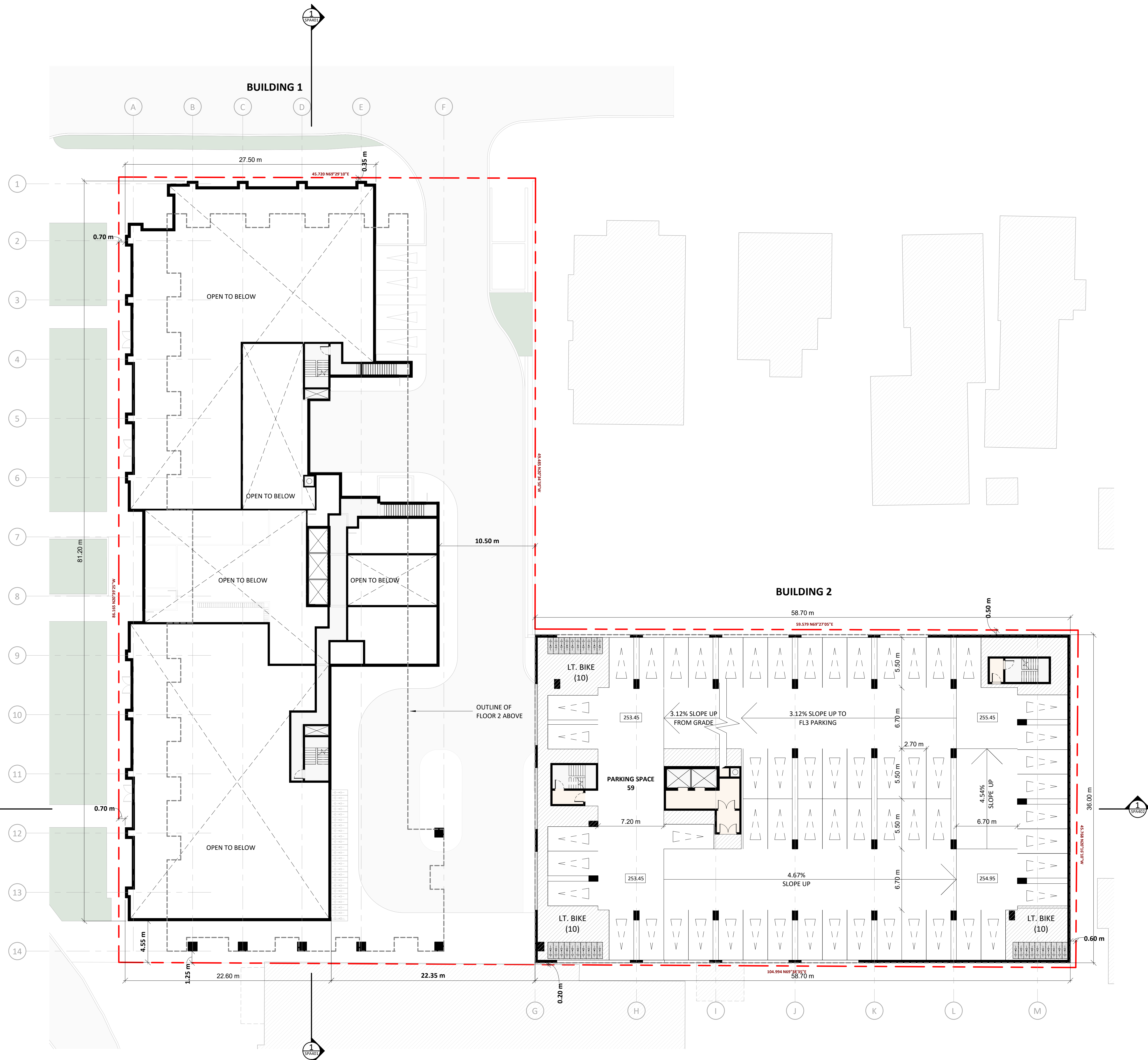
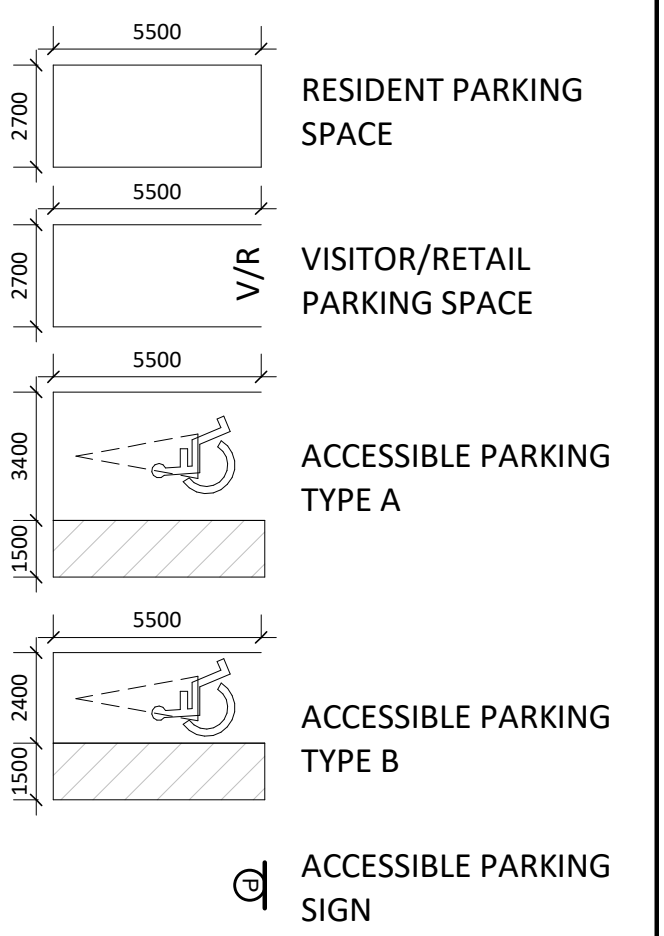
THE NON-RESIDENTIAL COMPONENT OF THIS DEVELOPMENT WILL BE STORED AND TRANSPORTED SEPARATELY FROM THE RESIDENTIAL COMPONENT.

REFER TO GARBAGE TRUCK ENTRY AND EXIT PATH PROVIDED BY LEA CONSULTING LTD. DWG#001 DATED JAN. 24, 2020.



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LEGEND



3	2020-04-15	Issued for SPA	AYU	LLE
2	2019-10-25	Issued for SPA	AYU	AYU
1	2019-04-24	Issued for SPA	AYU	AYU
#	DATE	DESCRIPTION	BY	

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
MEZZANINE

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200

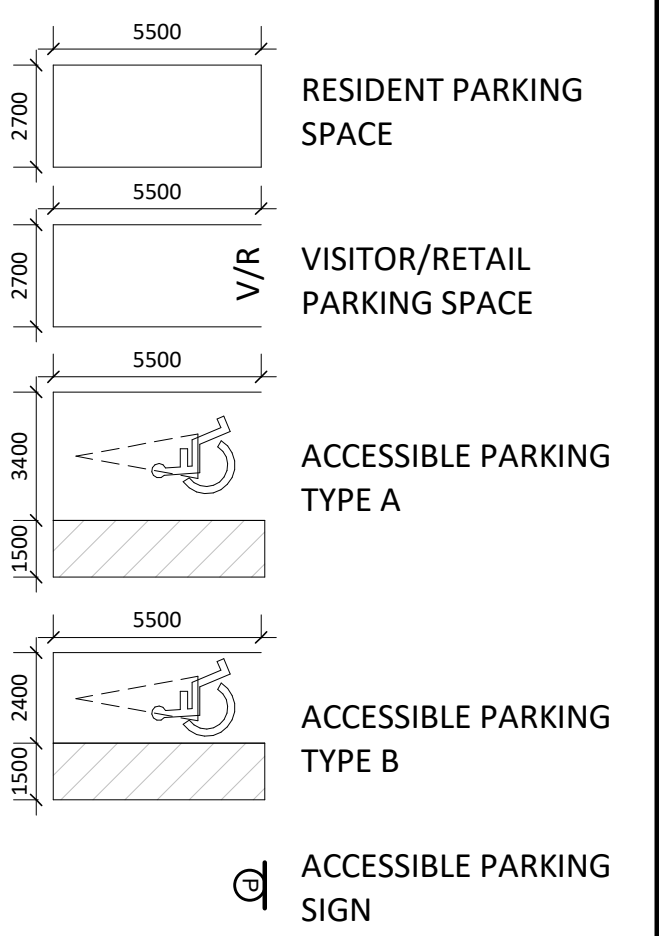


DRAWING NO.
SPA152

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LEGEND



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 02-03

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200

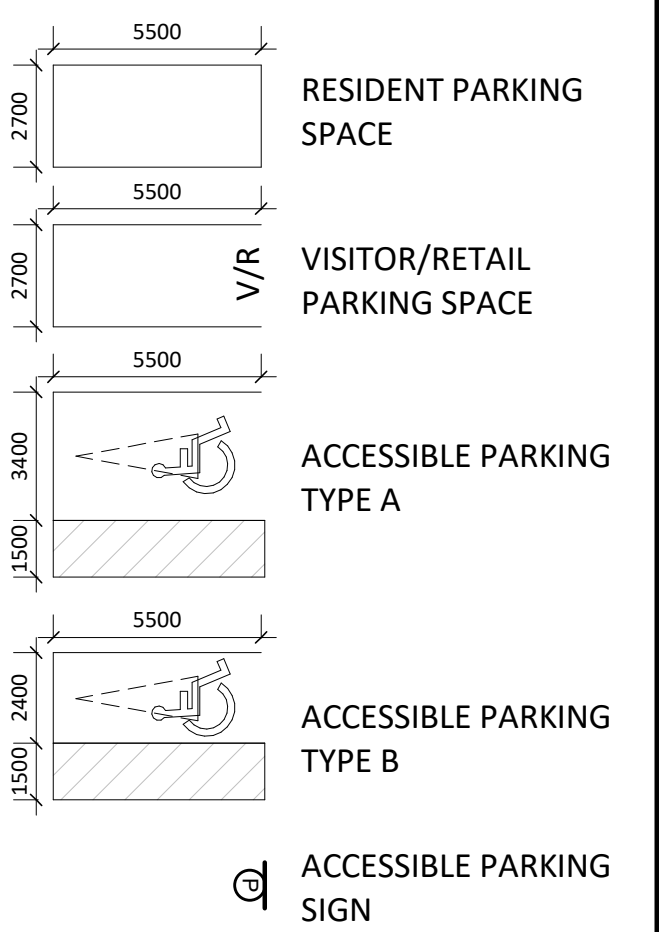


DRAWING NO.
SPA153

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LEGEND



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2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

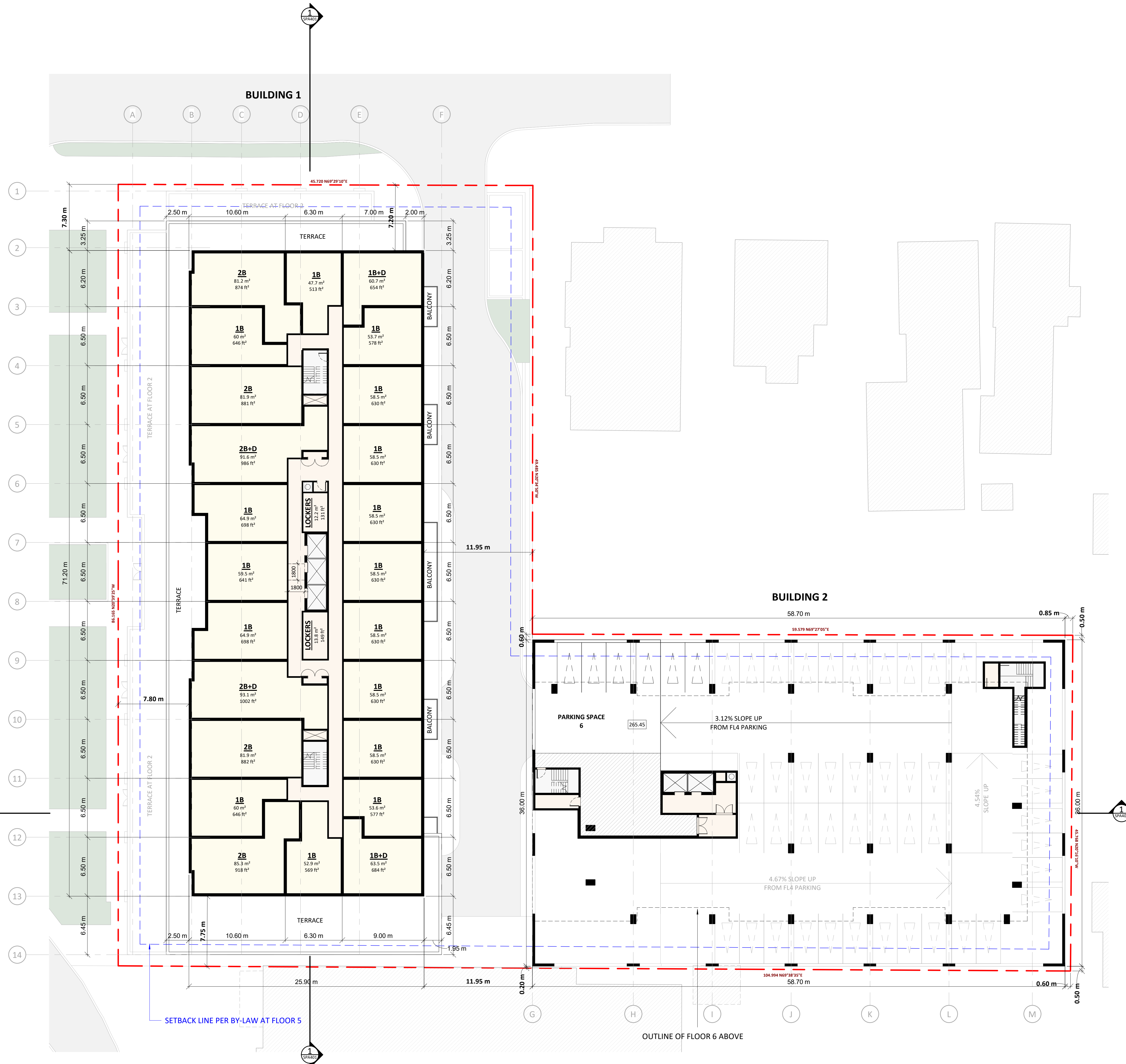
DRAWING
FLOOR 04

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200

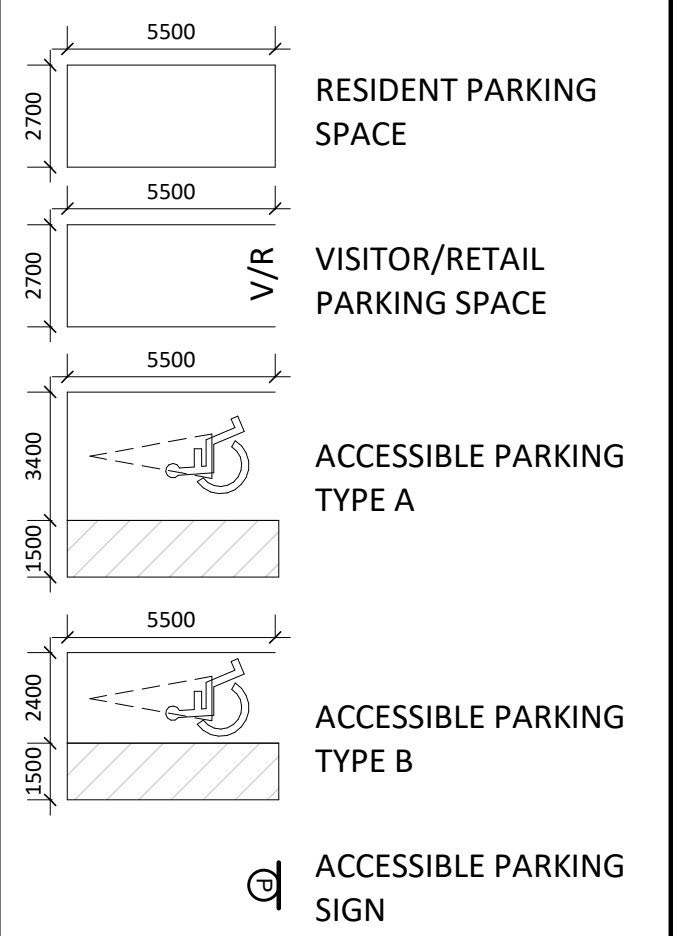


DRAWING NO.
SPA154

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LEGEND



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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
 London, Ontario

DRAWING
FLOOR 05

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY VZ	
CHECKED BY AYU	
SCALE 1 : 200	

DRAWING NO.
SPA155

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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

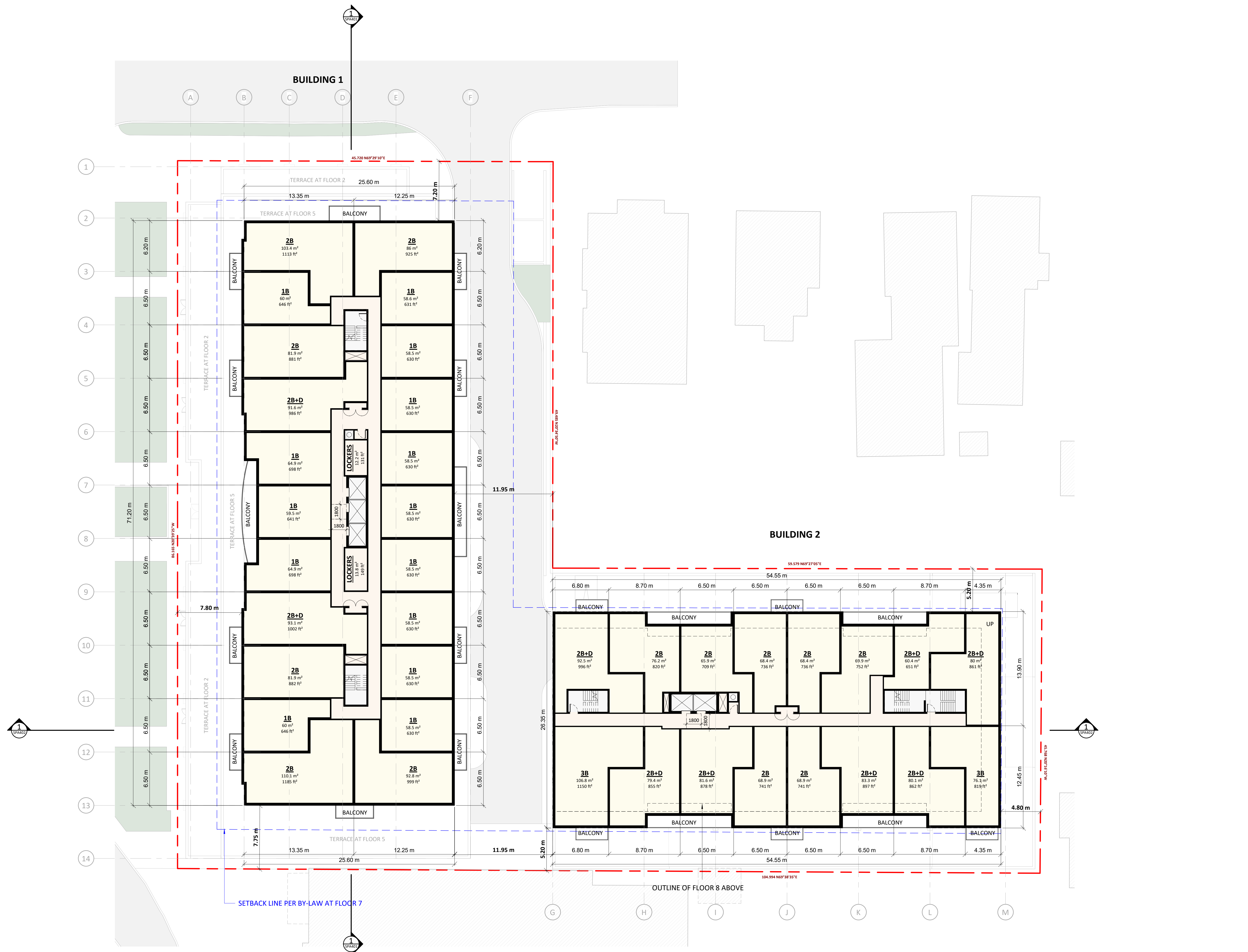
DRAWING
FLOOR 06

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO. SPA156

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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
 London, Ontario

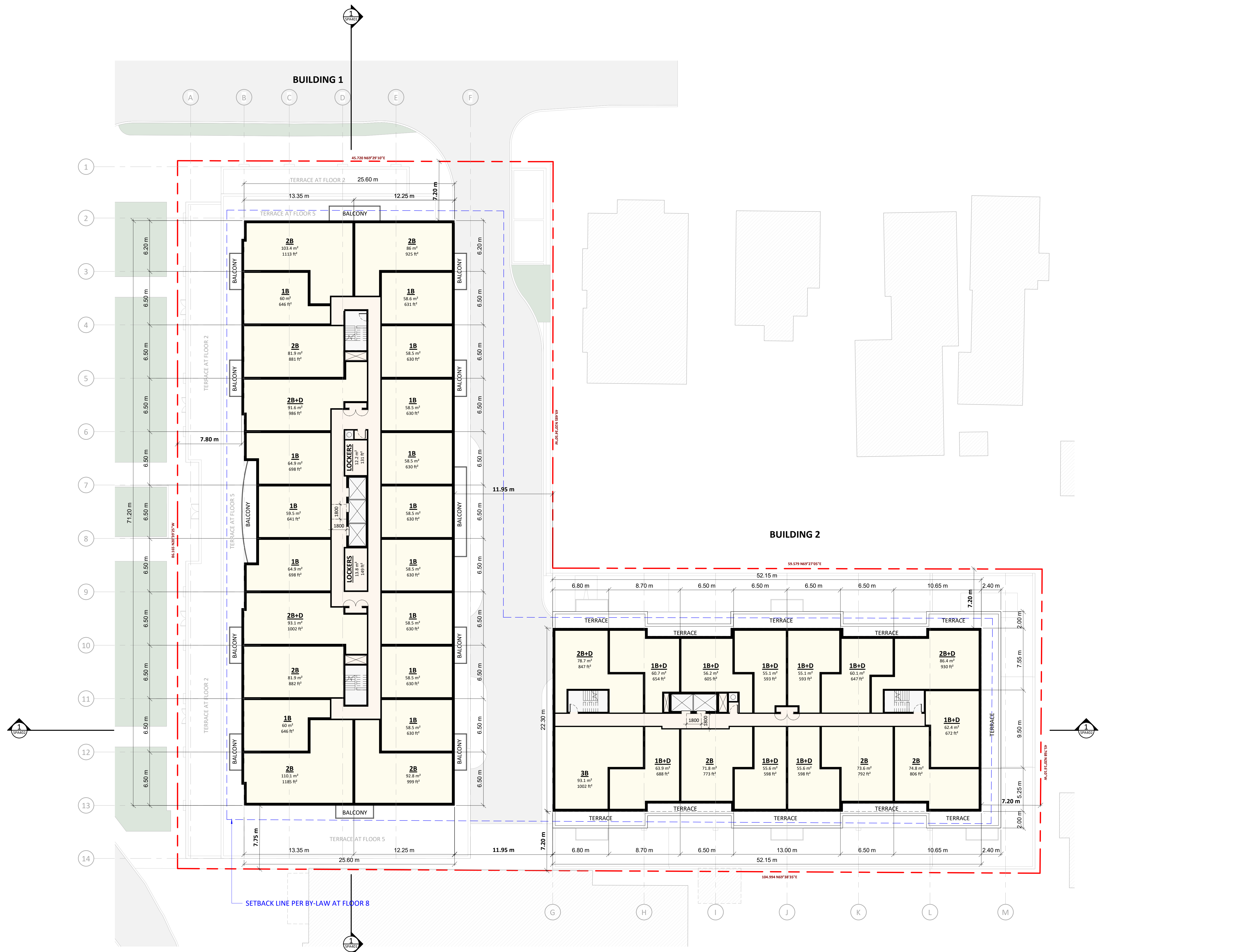
DRAWING
FLOOR 07

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA157

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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 08

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA158



#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 09

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY LLE	
CHECKED BY AYU	
SCALE 1 : 200	

DRAWING NO.
SPA159



#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 10-11

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY LLE	
CHECKED BY AYU	
SCALE 1 : 200	

DRAWING NO.
SPA160

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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

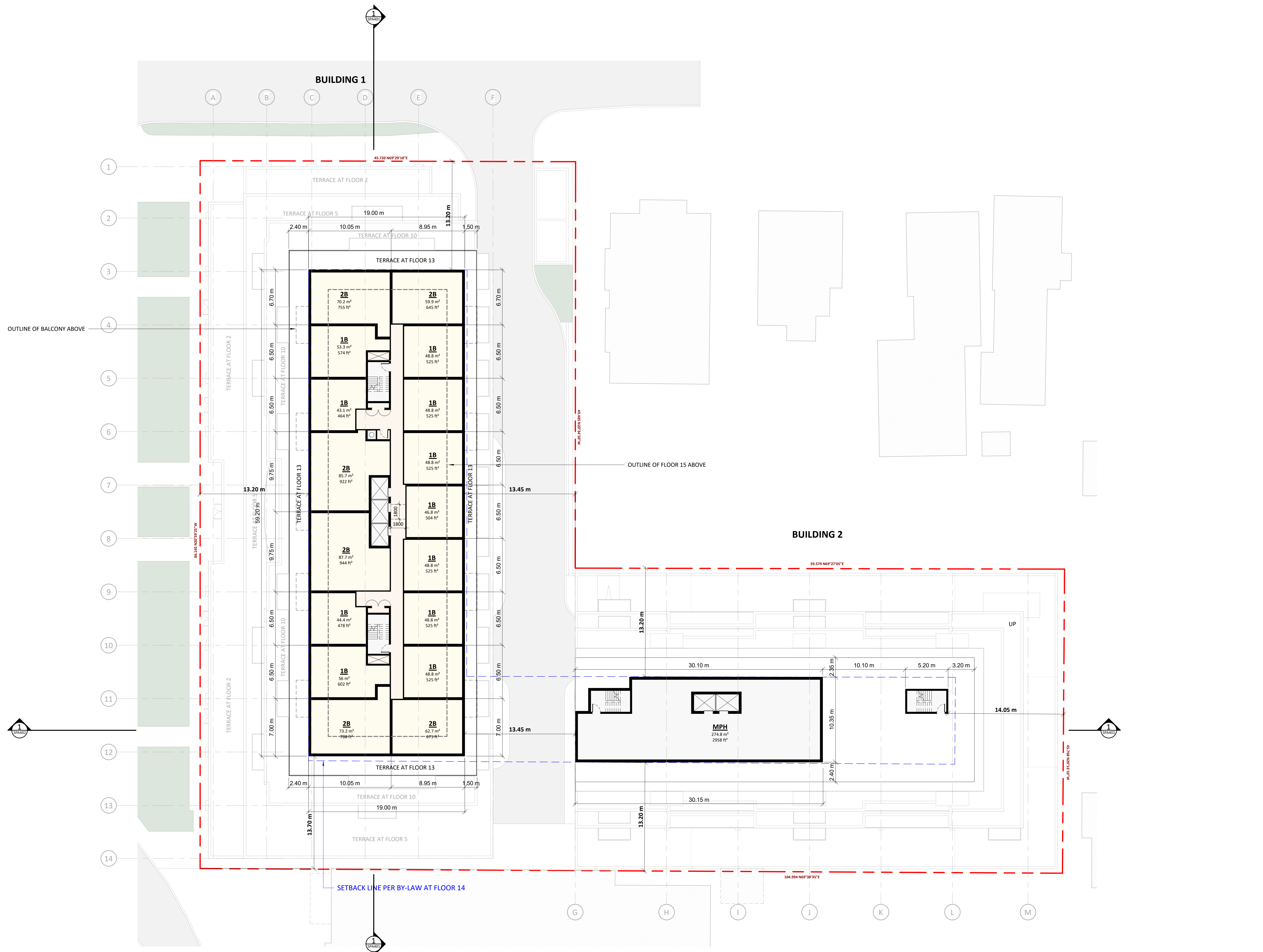
PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 12

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA161



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

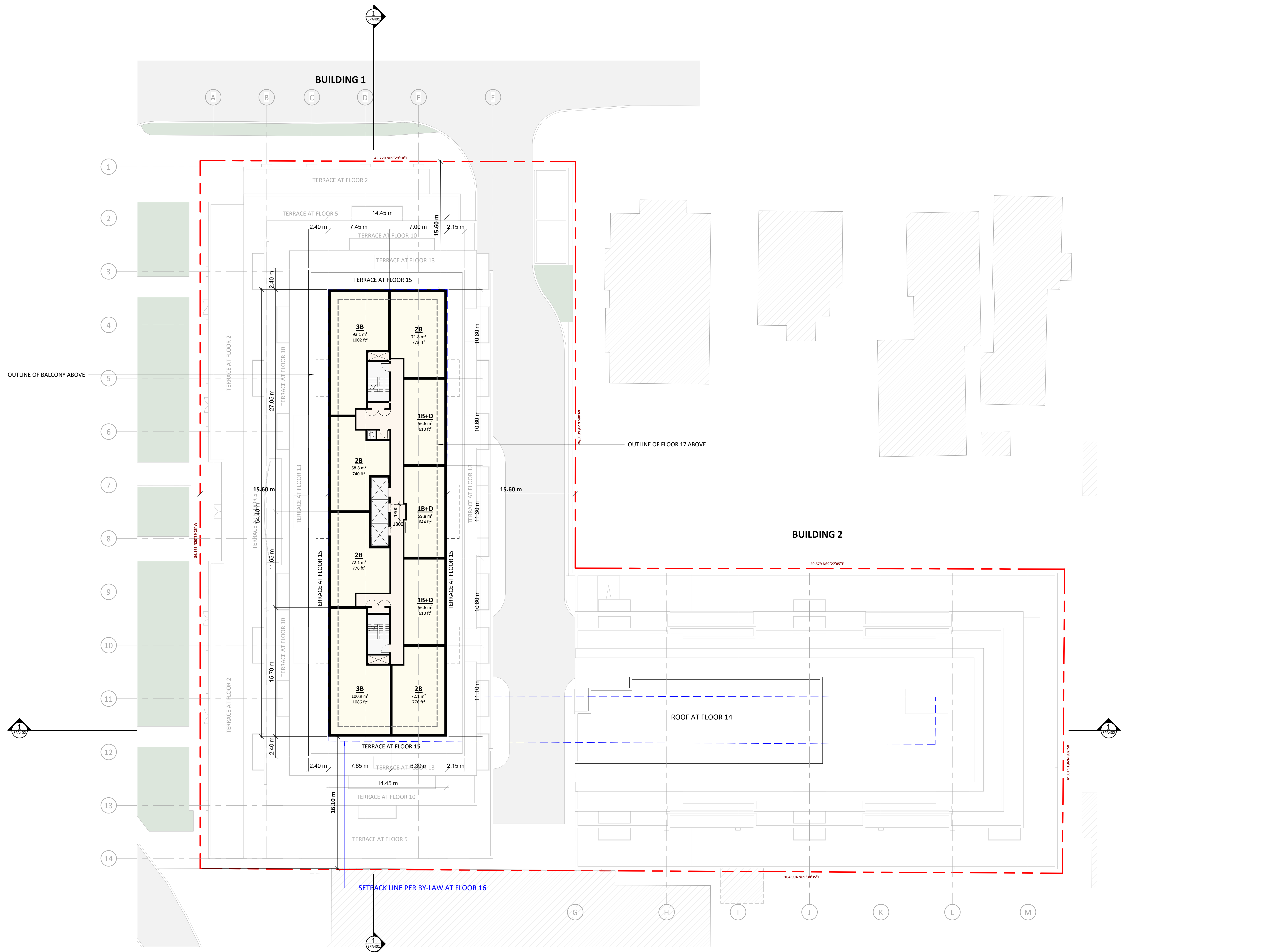
PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 13-14

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA162



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

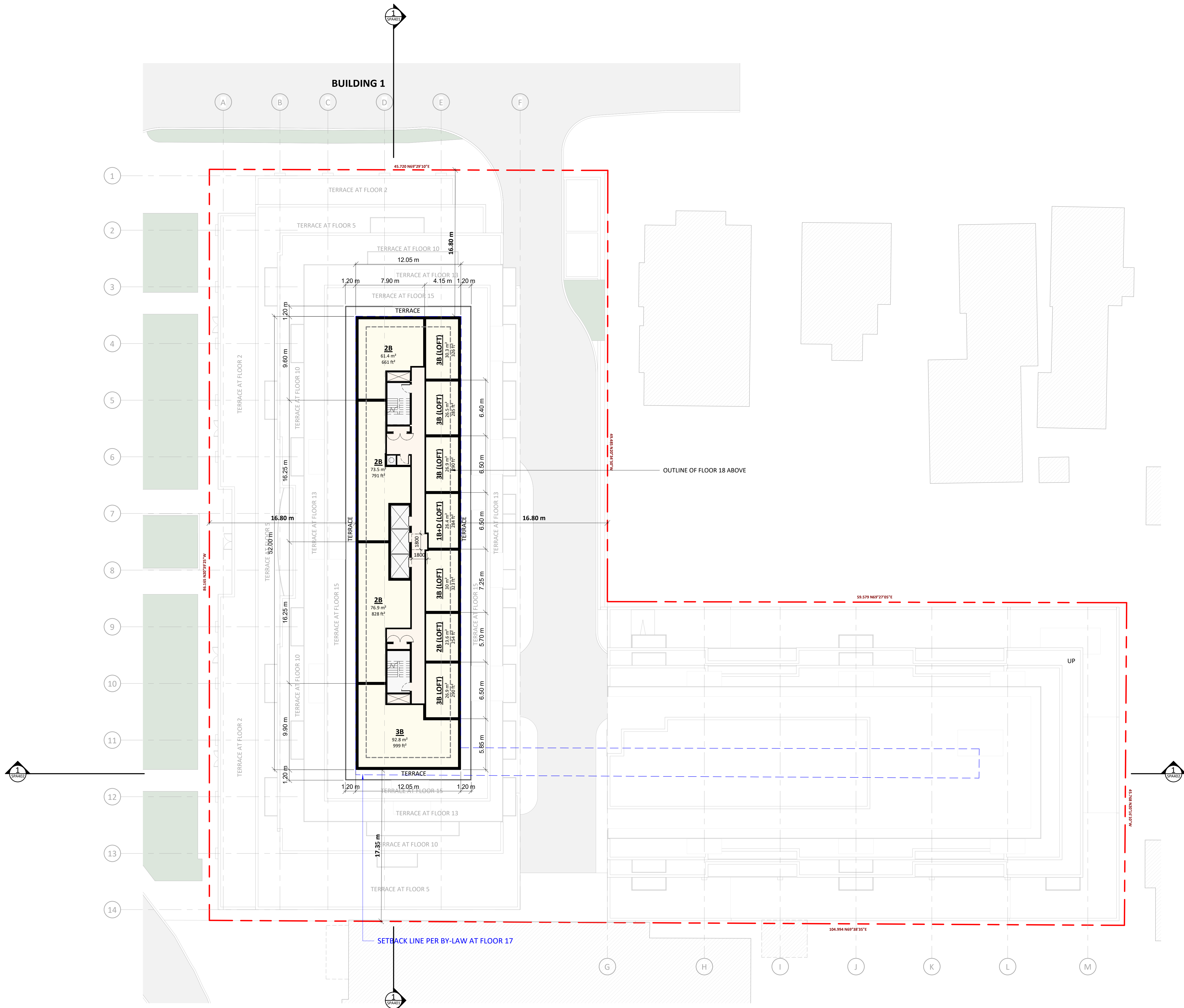
PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 15-16

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA163



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

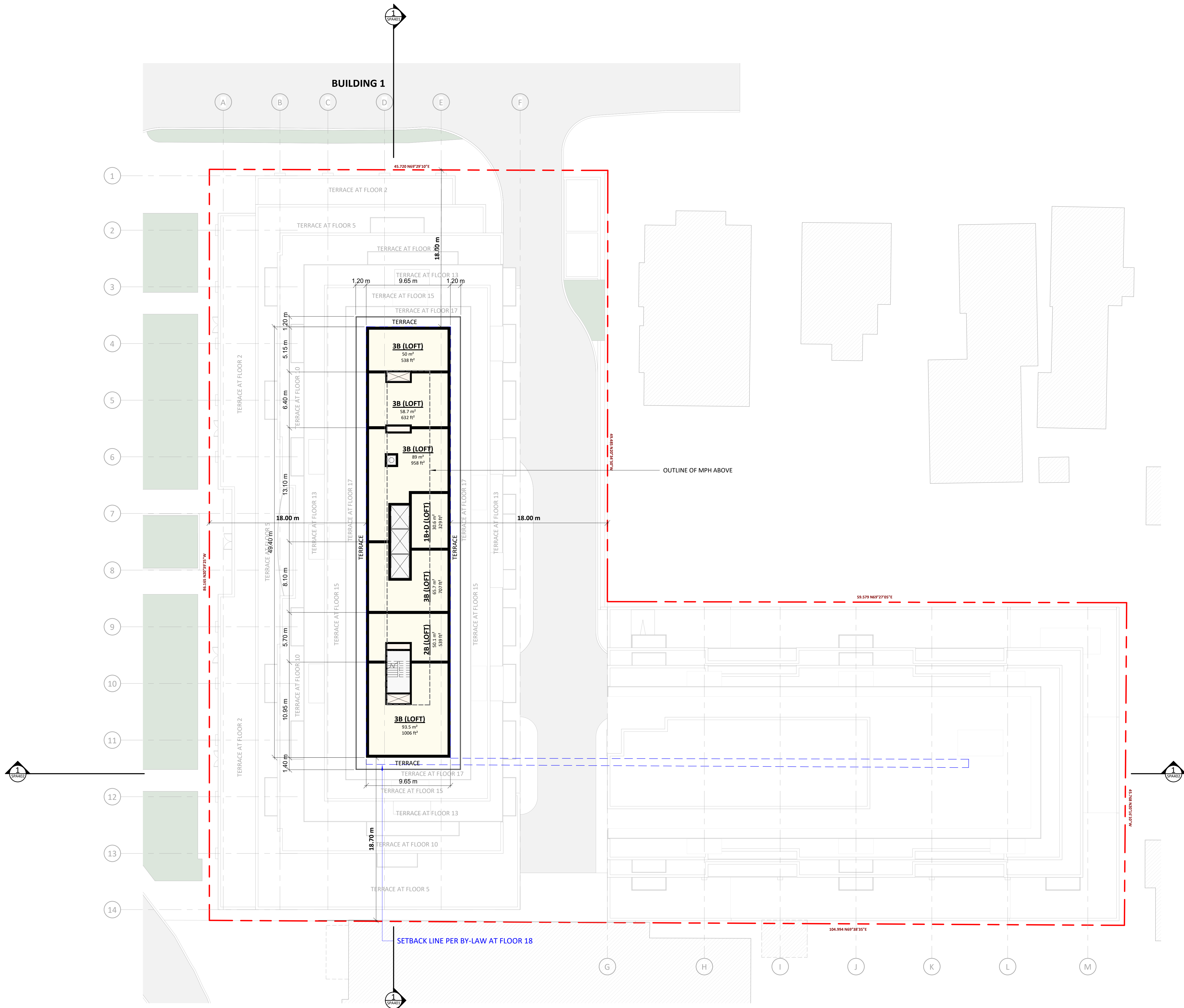
PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 17

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	LLE
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA164



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
FLOOR 18

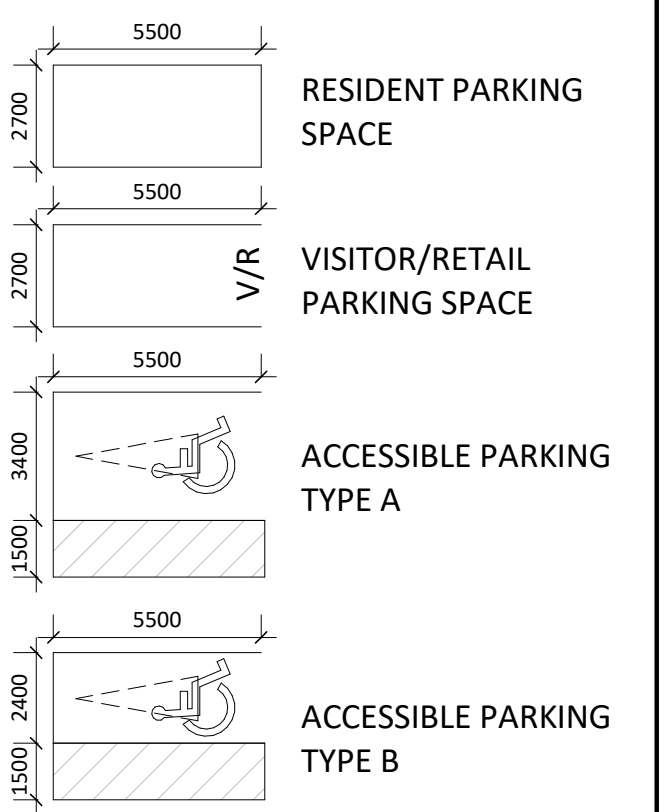
PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
LLE
CHECKED BY
AYU
SCALE
1 : 200



DRAWING NO.
SPA165

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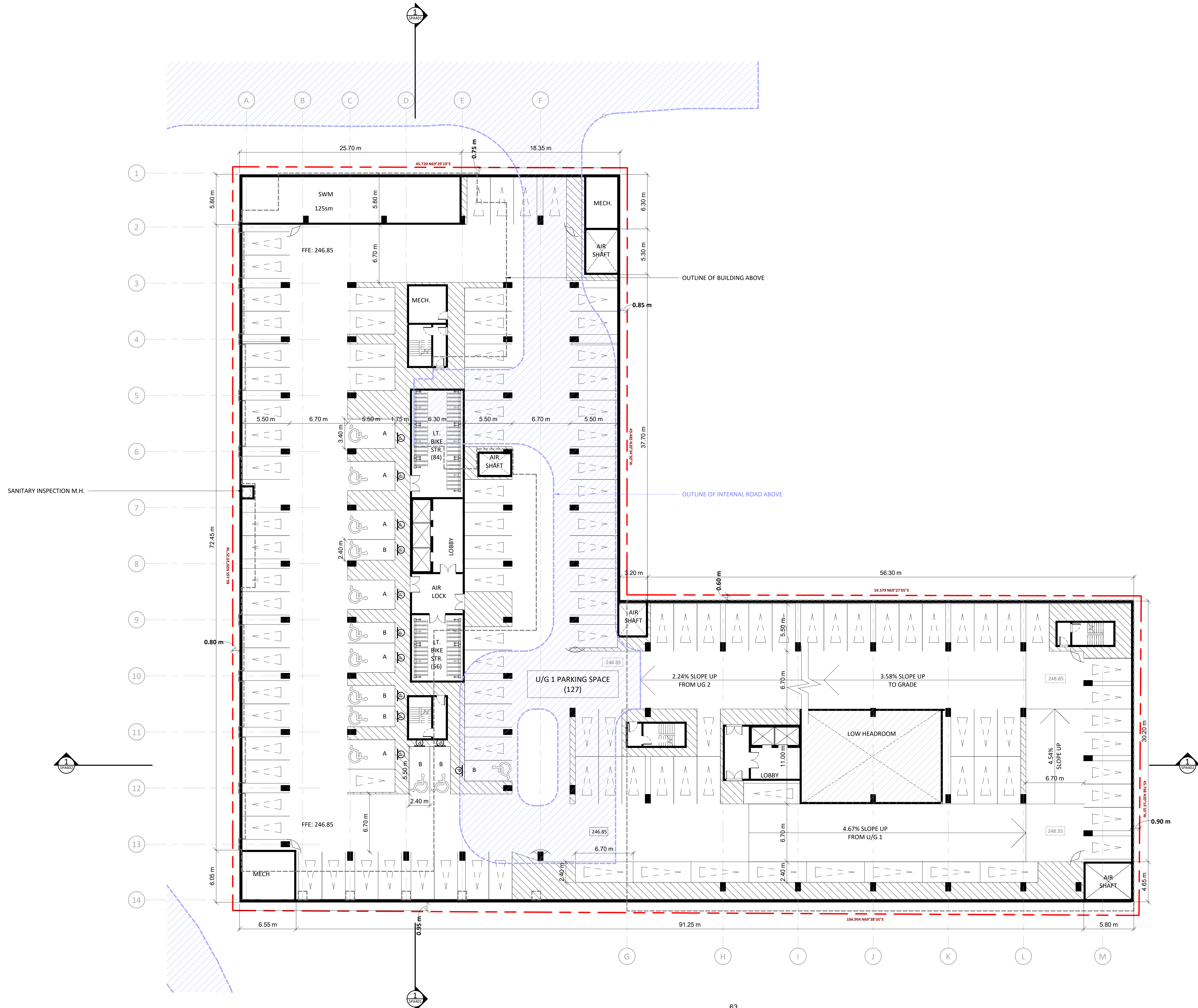
LEGEND



ACCESSIBLE PARKING SIGN



NOTE: SIGN ON A POST TO BE AT LEAST 1.5M ABOVE GRADE AND NOT MORE THAN 0.3M WHEN MEASURING FROM SPACE TO THE CENTRE OF THE SIGN.



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

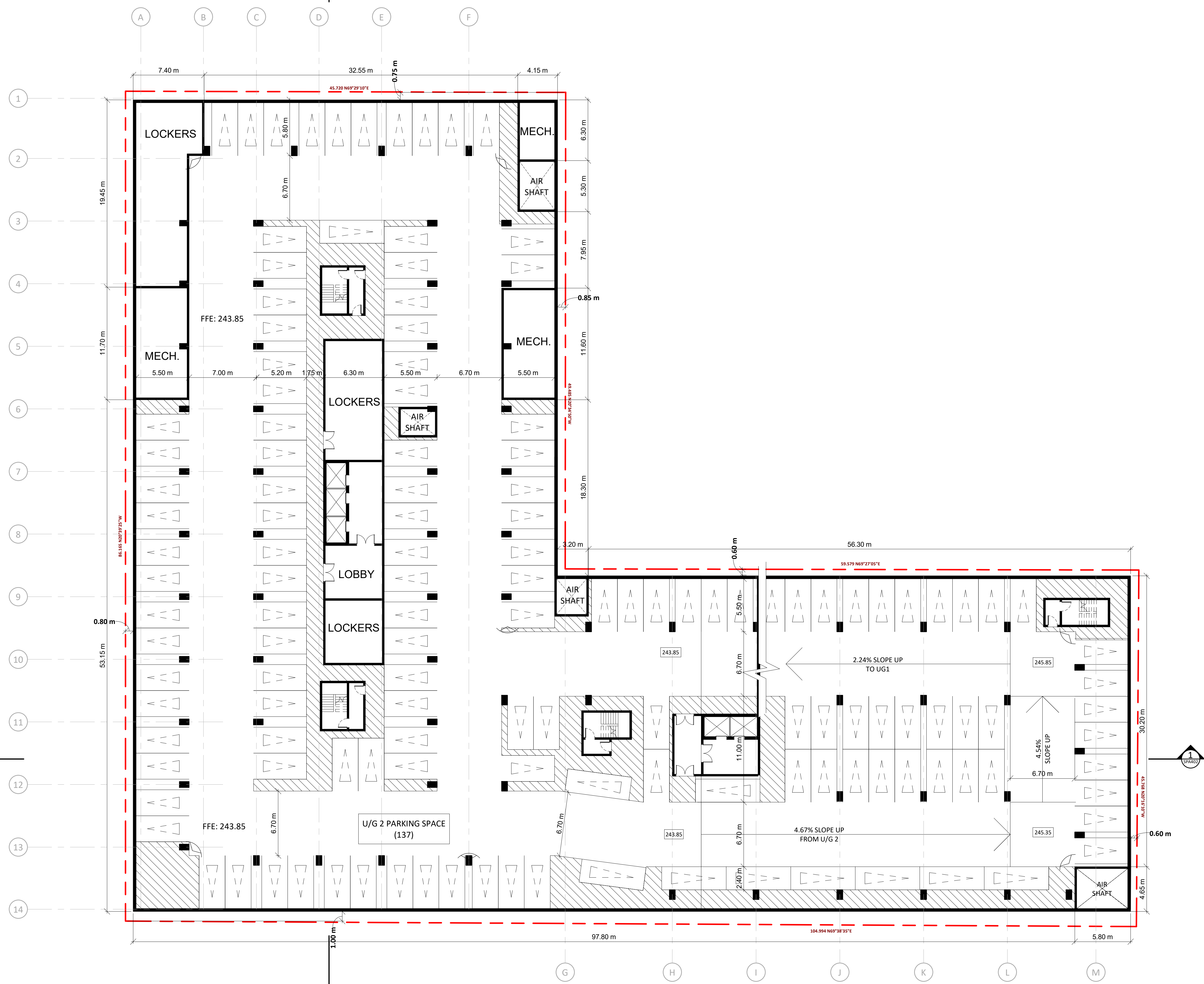
DRAWING
UNDERGROUND LEVEL 01

PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
VZ
CHECKED BY
AYU
SCALE
1 : 200

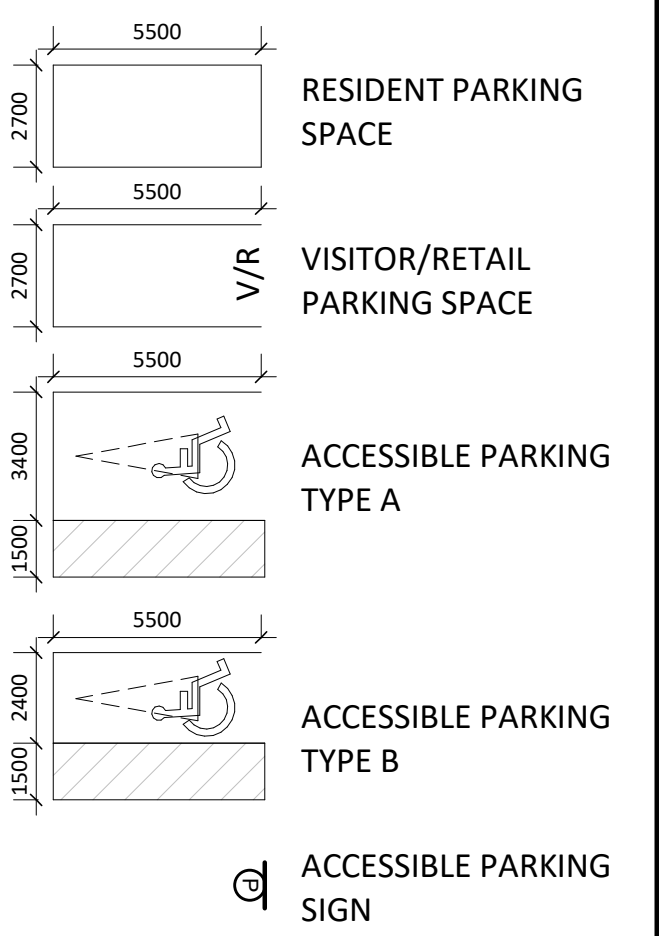


DRAWING NO.
SPA201

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LEGEND



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2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

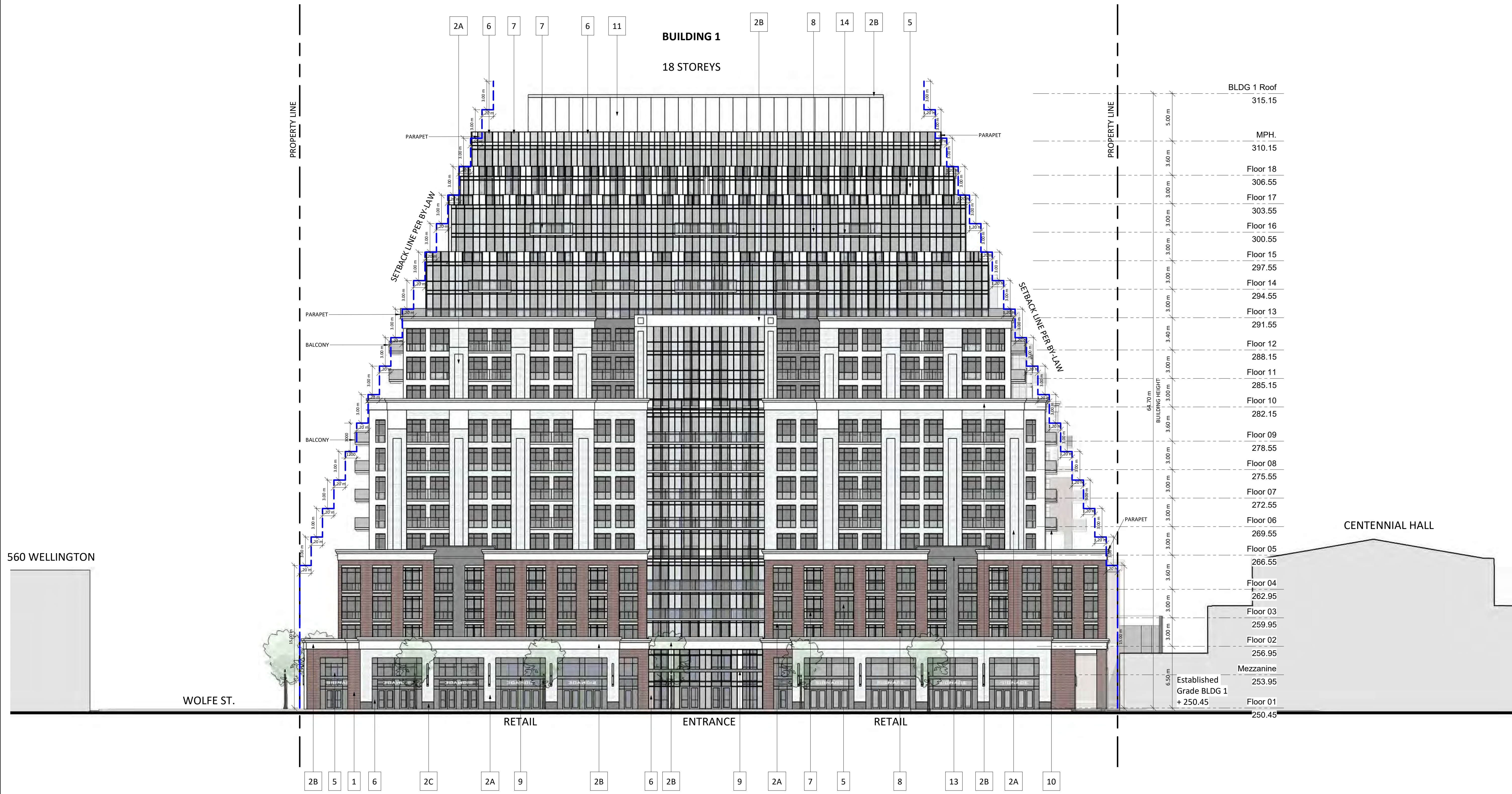
DRAWING
UNDERGROUND LEVEL 02

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA202

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EXTERIOR FINISHES LEGEND	
1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GRAY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
WEST ELEVATION BLDG1

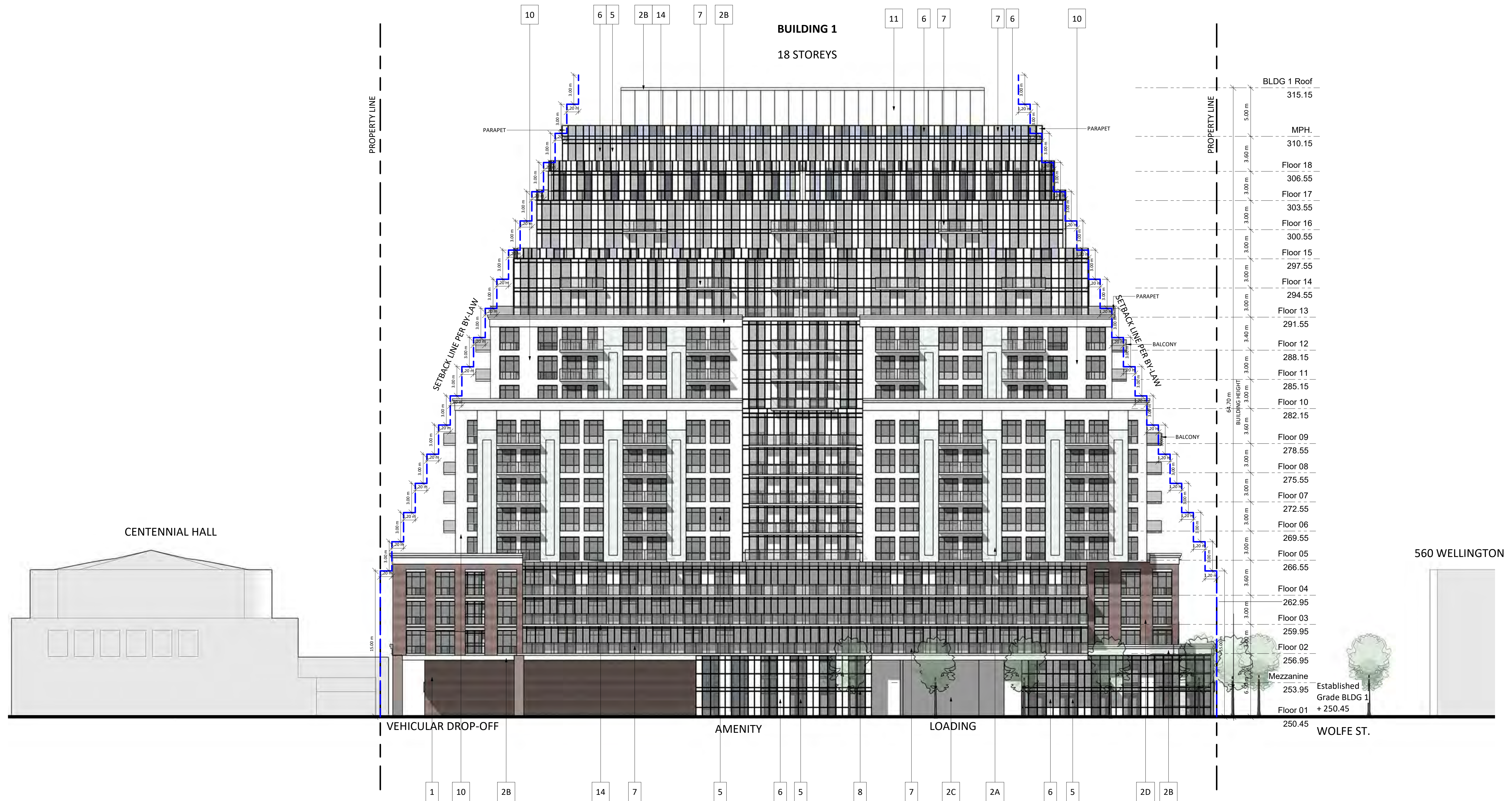
PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200



DRAWING NO.
SPA301

NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

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EXTERIOR FINISHES LEGEND	
1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GRAY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE

#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
EAST ELEVATION BLDG1

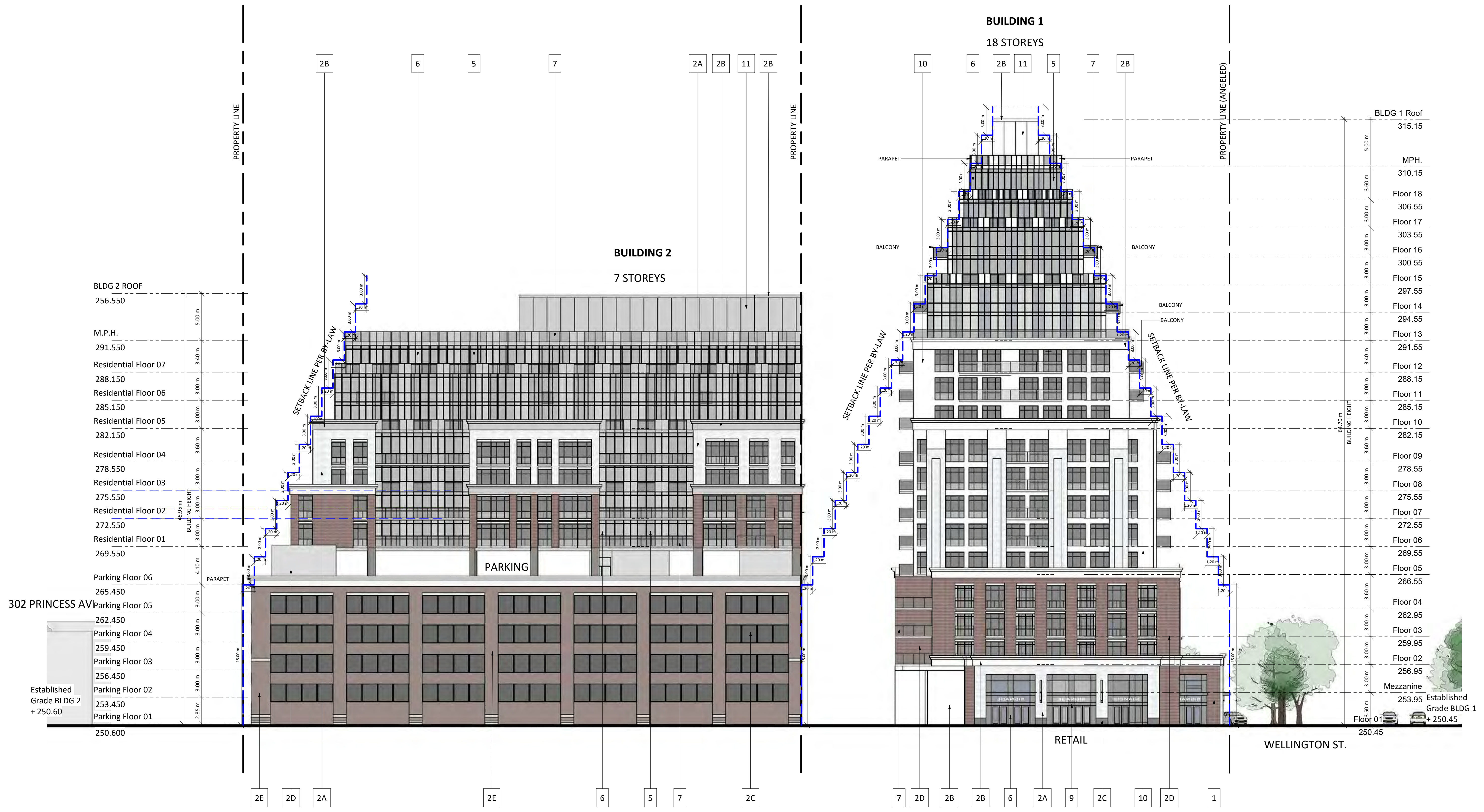
PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1:200



NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

DRAWING NO.
SPA302

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EXTERIOR FINISHES LEGEND	
1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GRAY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE

#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
London, Ontario

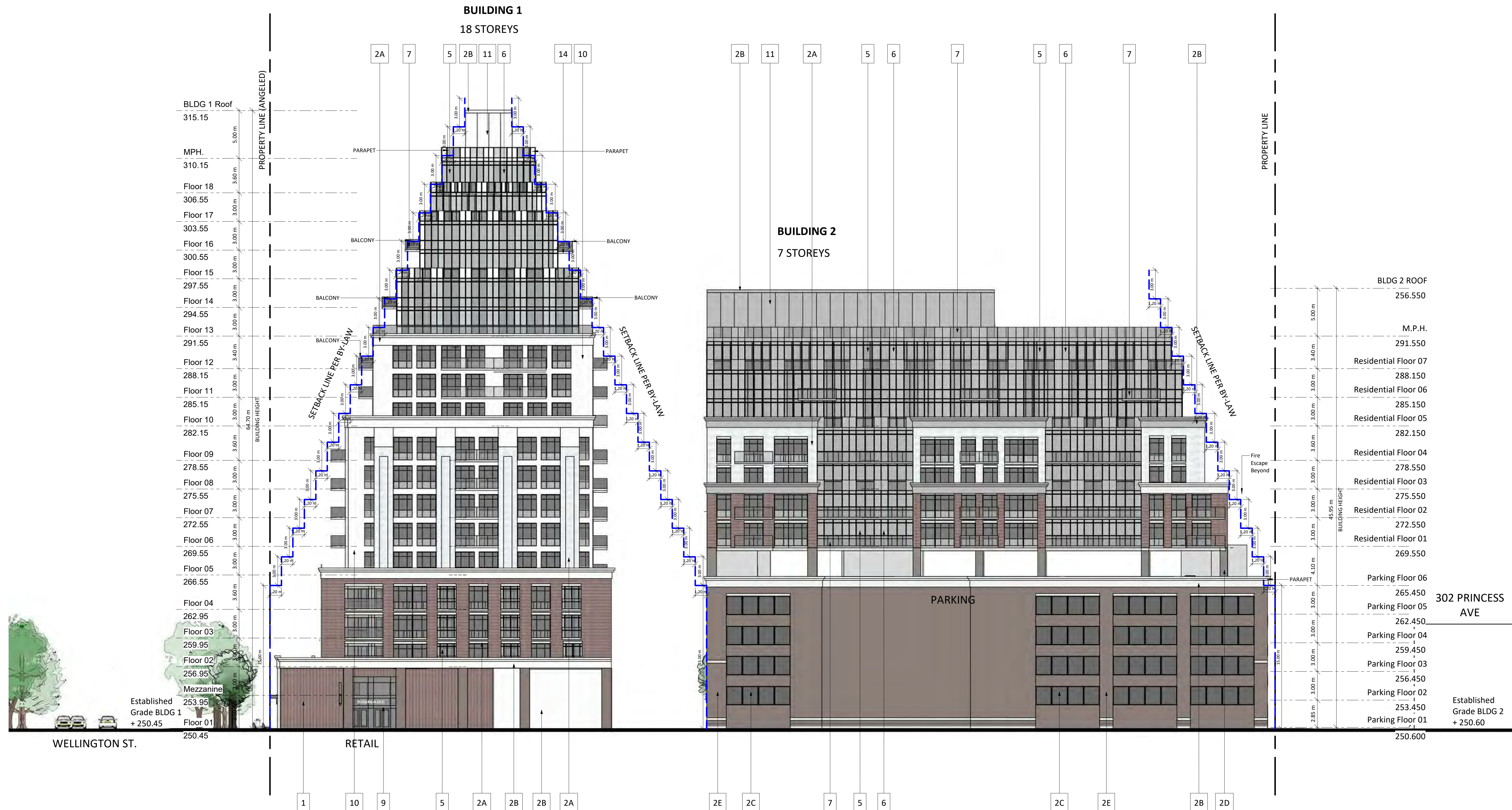
DRAWING
NORTH ELEVATION

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY VZ	
CHECKED BY AYU	
SCALE 1 : 200	

NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

DRAWING NO.
SPA303

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EXTERIOR FINISHES LEGEND	
1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GREY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE

#	DATE	ISSUED FOR	DESCRIPTION	BY
3	2020-04-15	Issued for SPA		LLE
2	2019-10-25	Issued for SPA		AYU
1	2019-04-24	Issued for SPA		AYU

PROJECT NO. 556 Wellington Street South
London, Ontario

DRAWING SOUTH ELEVATION

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1:200



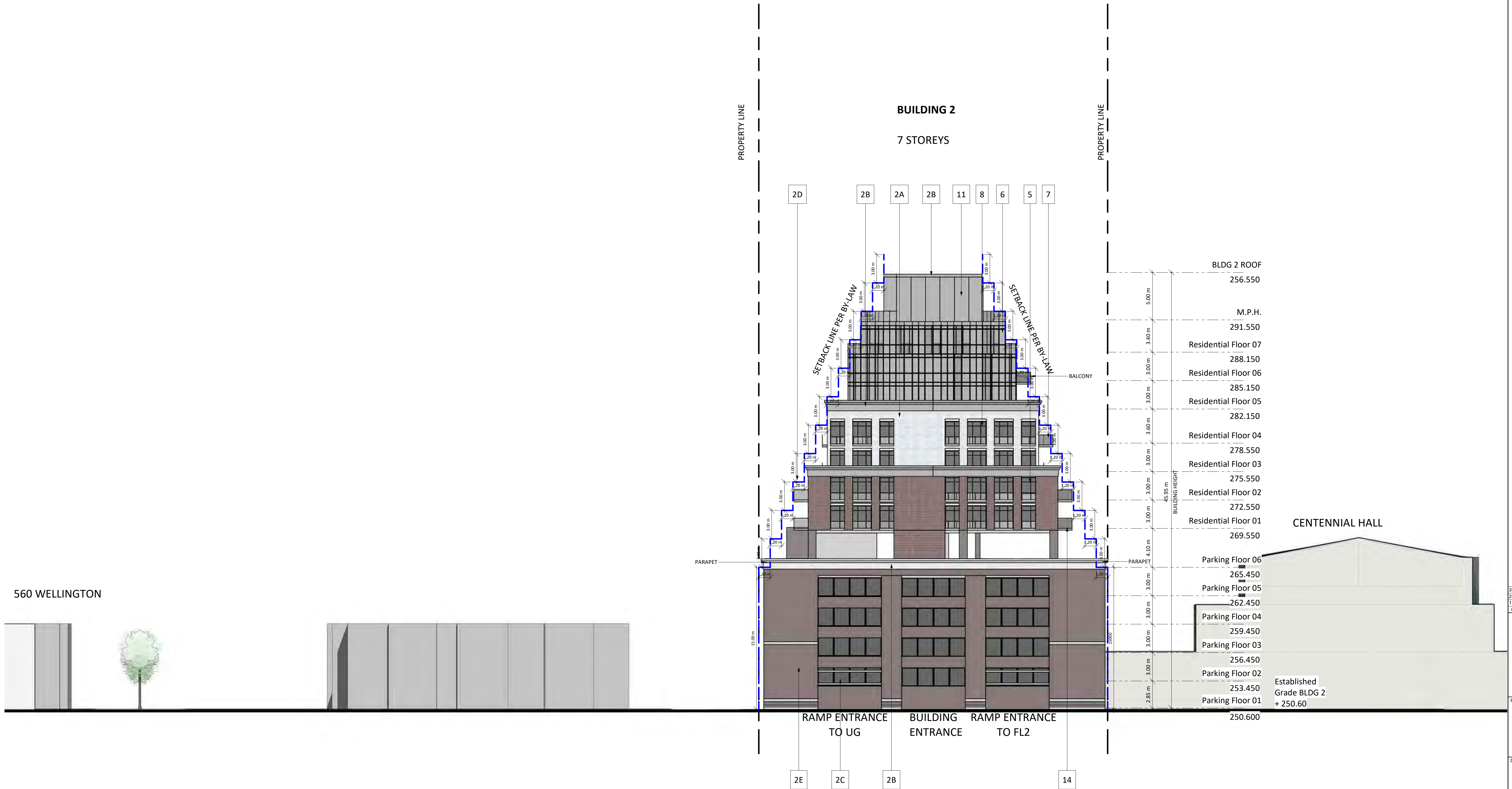
DRAWING NO. SPA304

NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

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EXTERIOR FINISHES LEGEND

1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GRAY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
WEST ELEVATION BLDG2

PROJECT NO.	17.191CS
PROJECT DATE	2020-04-15
DRAWN BY	VZ
CHECKED BY	AYU
SCALE	1 : 200



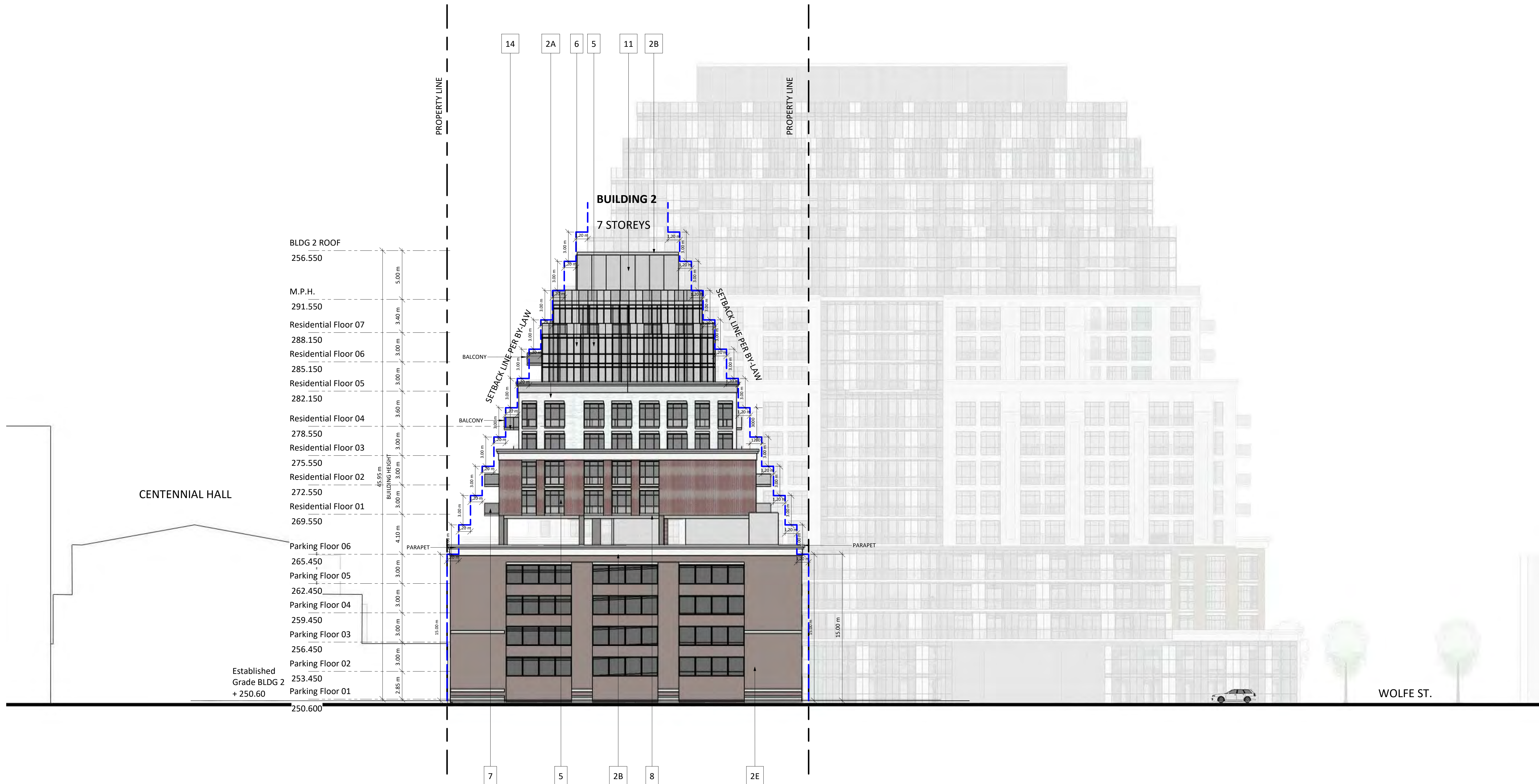
DRAWING NO.
SPA305

NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

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EXTERIOR FINISHES LEGEND

1	BRICK - RED
2A	PRECAST CONCRETE - WHITE STONE
2B	PRECAST CONCRETE - WHITE
2C	PRECAST CONCRETE - DARK GRAY
2D	PRECAST CONCRETE - RED BRICK
2E	PRECAST CONCRETE - COLOR TO MATCH MASONRY
5	CLEAR GLAZING
6	SPANDREL GLASS - GREY
7	RAILING GLASS - CLEAR
8	ALUMINUM MULLION - SILVER
9	METAL PANEL - DARK GRAY
10	EIFS PANELS - WHITE
11	EIFS PANELS - LIGHT GRAY
13	EIFS PANELS - DARK GRAY
14	SLAB EDGE ROLLED FINISH - WHITE



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT NO. **556 Wellington Street South**

London, Ontario

DRAWING NO. **EAST ELEVATION BLDG2**

PROJECT NO. 17.191CS
 PROJECT DATE 2020-04-15
 DRAWN BY VZ
 CHECKED BY AYU
 SCALE 1:200



NOTE: BUILDING ELEVATION APPEARS TO EXTEND BEYOND PROPERTY BOUNDARY LINE DUE TO THE ANGLE OF THE PROPERTY. PLEASE REFER TO PLANS FOR ACCURATE REPRESENTATION.
 BALCONIES AND PARAPETS ARE EXCLUDED FROM THE ZONING SETBACK REQUIREMENTS.

DRAWING NO. **SPA306**

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#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU

PROJECT
556 Wellington Street South
 London, Ontario

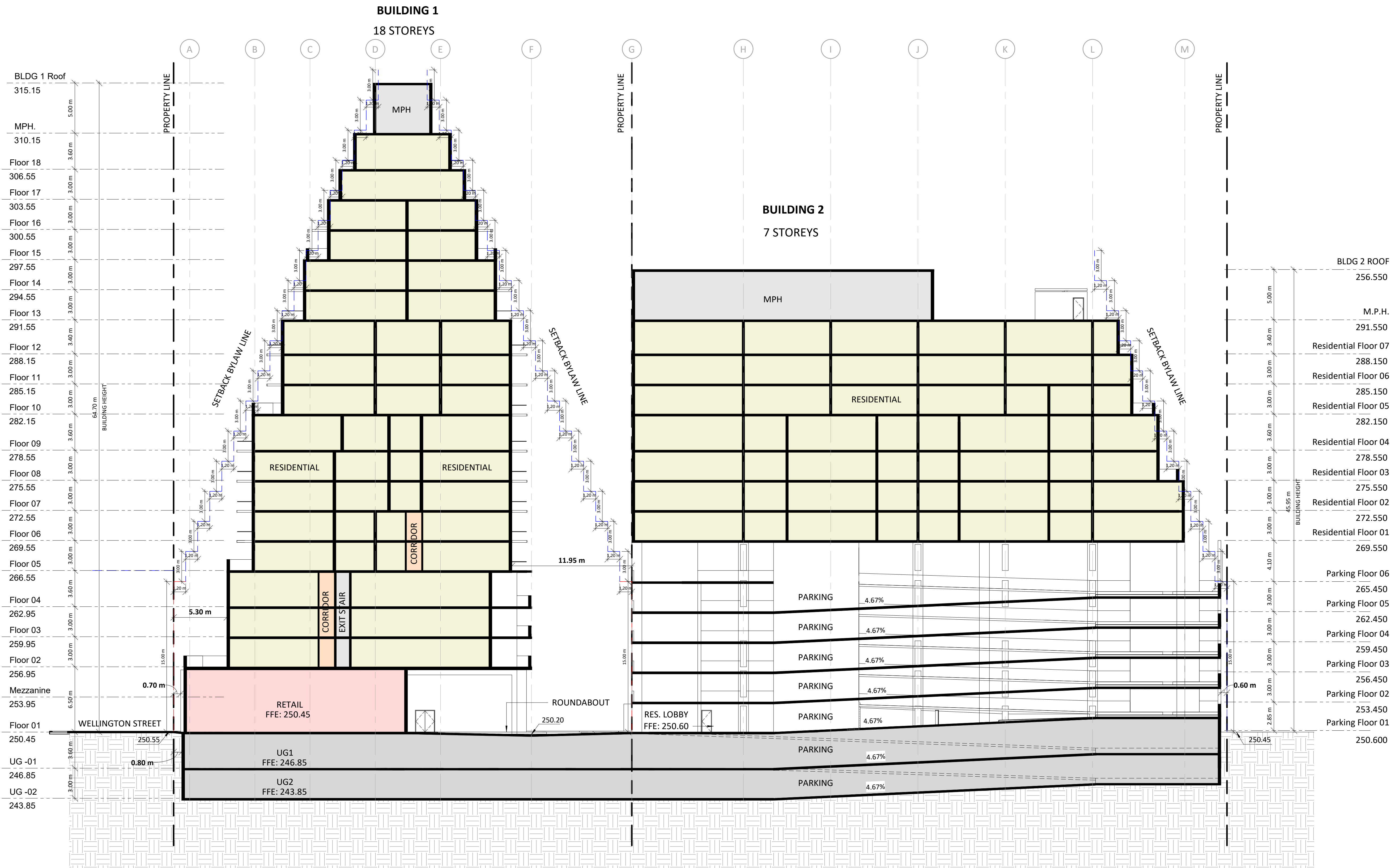
DRAWING
SECTION - NORTH-SOUTH

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE
1 : 200



DRAWING NO.
SPA401

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3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

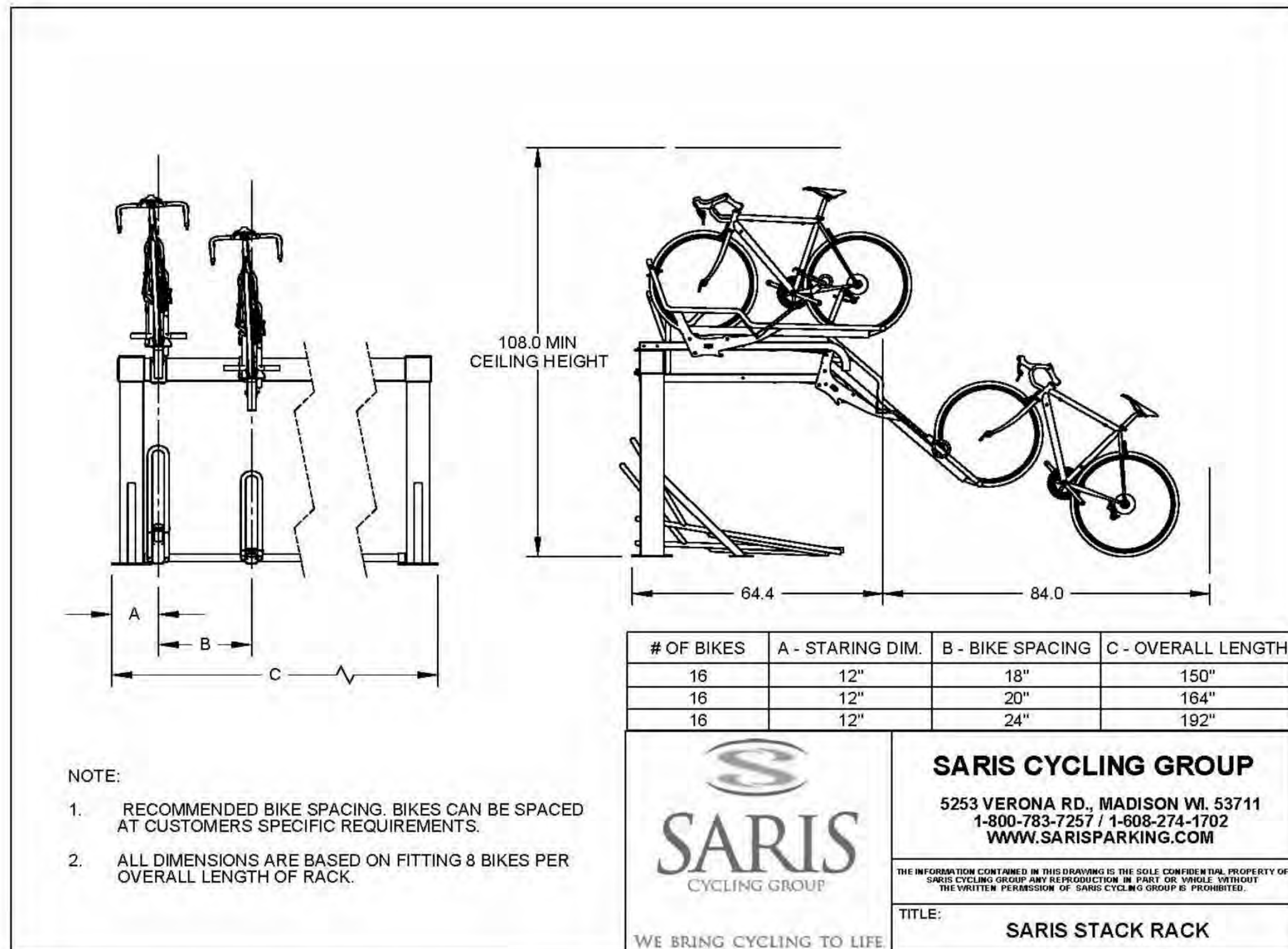
DRAWING
SECTION - EAST-WEST

PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
IBN
CHECKED BY
AYU
SCALE
1:200

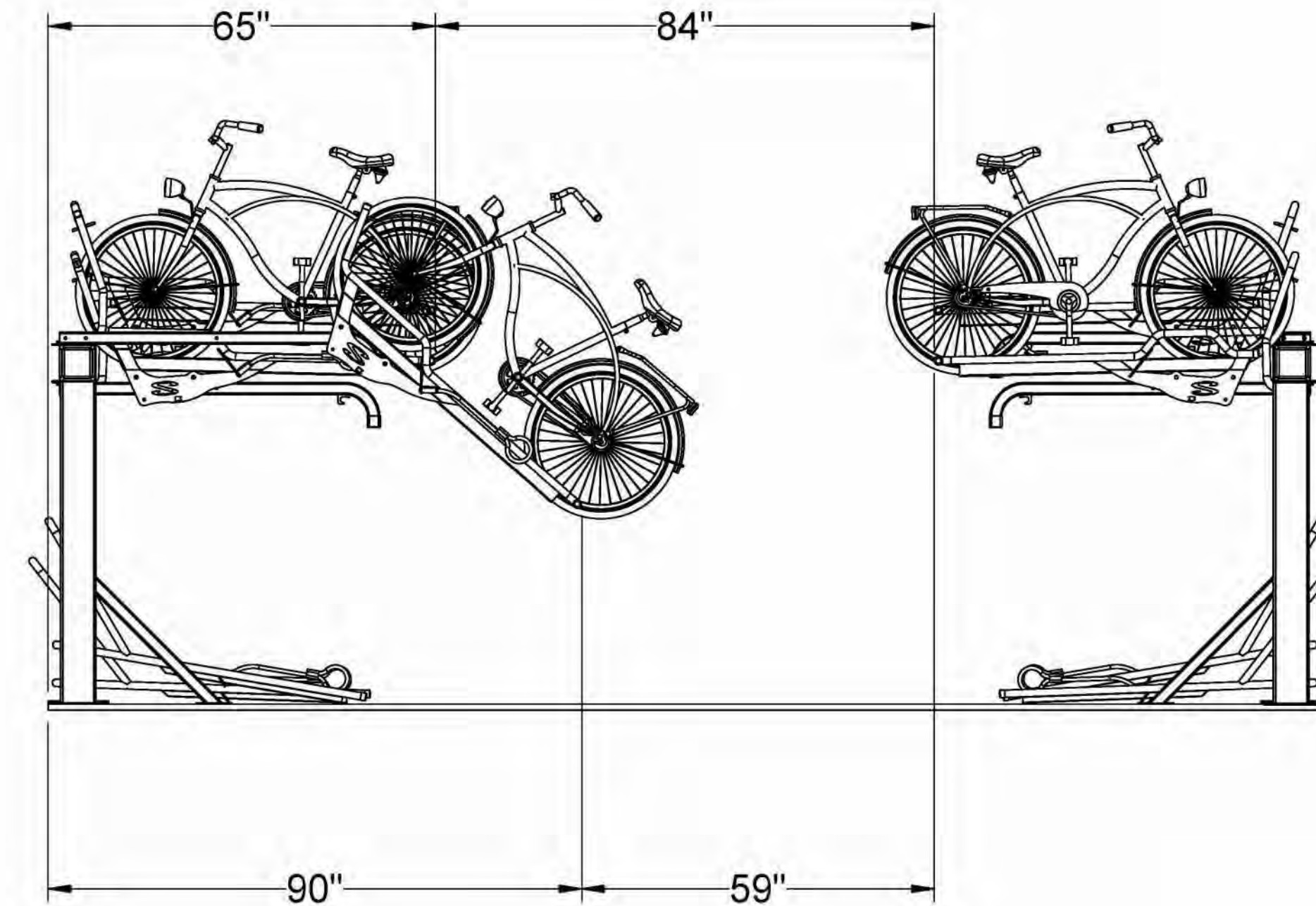


DRAWING NO.
SPA402

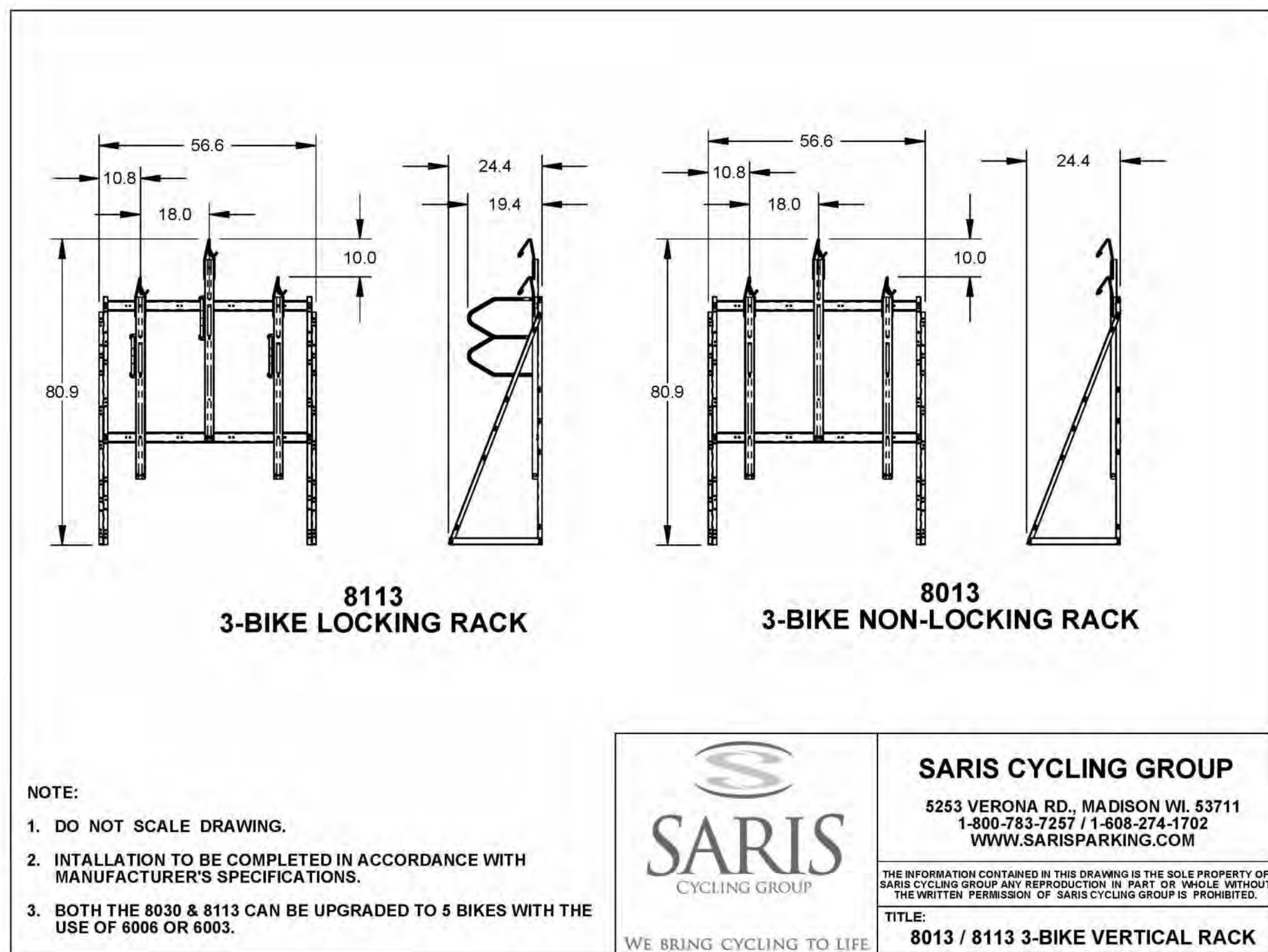
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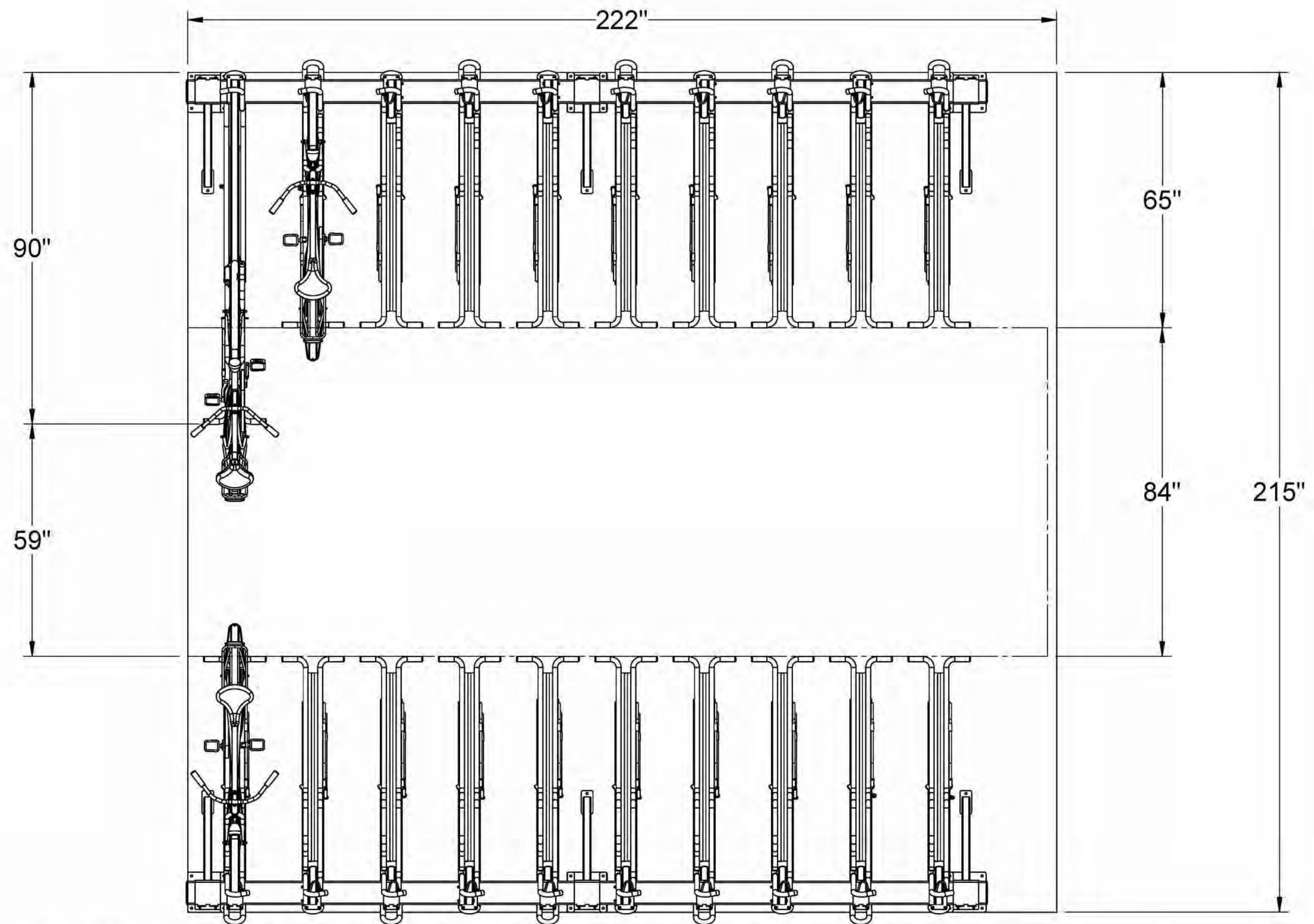
SPECIFICATIONS OF SARIS HORIZONTAL STACKED BICYCLE PARKING SPACES



SECTION OF SARIS HORIZONTAL STACKED BICYCLE PARKING SPACES



SPECIFICATIONS OF SARIS VERTICAL BICYCLE PARKING SPACES



PLAN OF SARIS HORIZONTAL STACKED BICYCLE PARKING SPACES

#	DATE	DESCRIPTION	BY
3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AVU
1	2019-04-24	Issued for SPA	AVU

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
DETAILS - SARIS BIKE RACK

PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
MDL
CHECKED BY
LLE
SCALE

ONTARIO ASSOCIATION OF ARCHITECTS
MUSSELL FLEISCHER
LICENCE
5004

DRAWING NO.
SPA600



STREET VIEW ON WELLINGTON STREET LOOKING NORTH

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING

3D PERSPECTIVE

PROJECT NO.
17.191CS
PROJECT DATE
2020-04-15
DRAWN BY
IBN
CHECKED BY
AYU
SCALE



DRAWING NO.
SPA801

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STREET VIEW ON WELLINGTON STREET LOOKING SOUTH

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING
3D PERSPECTIVE

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE



DRAWING NO.
SPA802

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STREET VIEW ON WELLINGTON STREET LOOKING NORTH

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING
3D PERSPECTIVE

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE



DRAWING NO.
SPA803

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STREET VIEW ON WELLINGTON STREET LOOKING SOUTH

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING
3D PERSPECTIVE

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE



DRAWING NO.
SPA804

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AERIAL VIEW LOOKING SOUTHEAST

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING
3D PERSPECTIVE

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE



DRAWING NO.
SPA805

TURNER FLEISCHER

Turner Fleischer Architects Inc.
 67 Lesmill Road
 Toronto, ON, M3B 2T8
 T 416 425 2222
 turnerfleischer.com

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AERIAL VIEW LOOKING NORTHEAST

3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
 London, Ontario

DRAWING
3D PERSPECTIVE

PROJECT NO.
17.191CS
 PROJECT DATE
2020-04-15
 DRAWN BY
IBN
 CHECKED BY
AYU
 SCALE

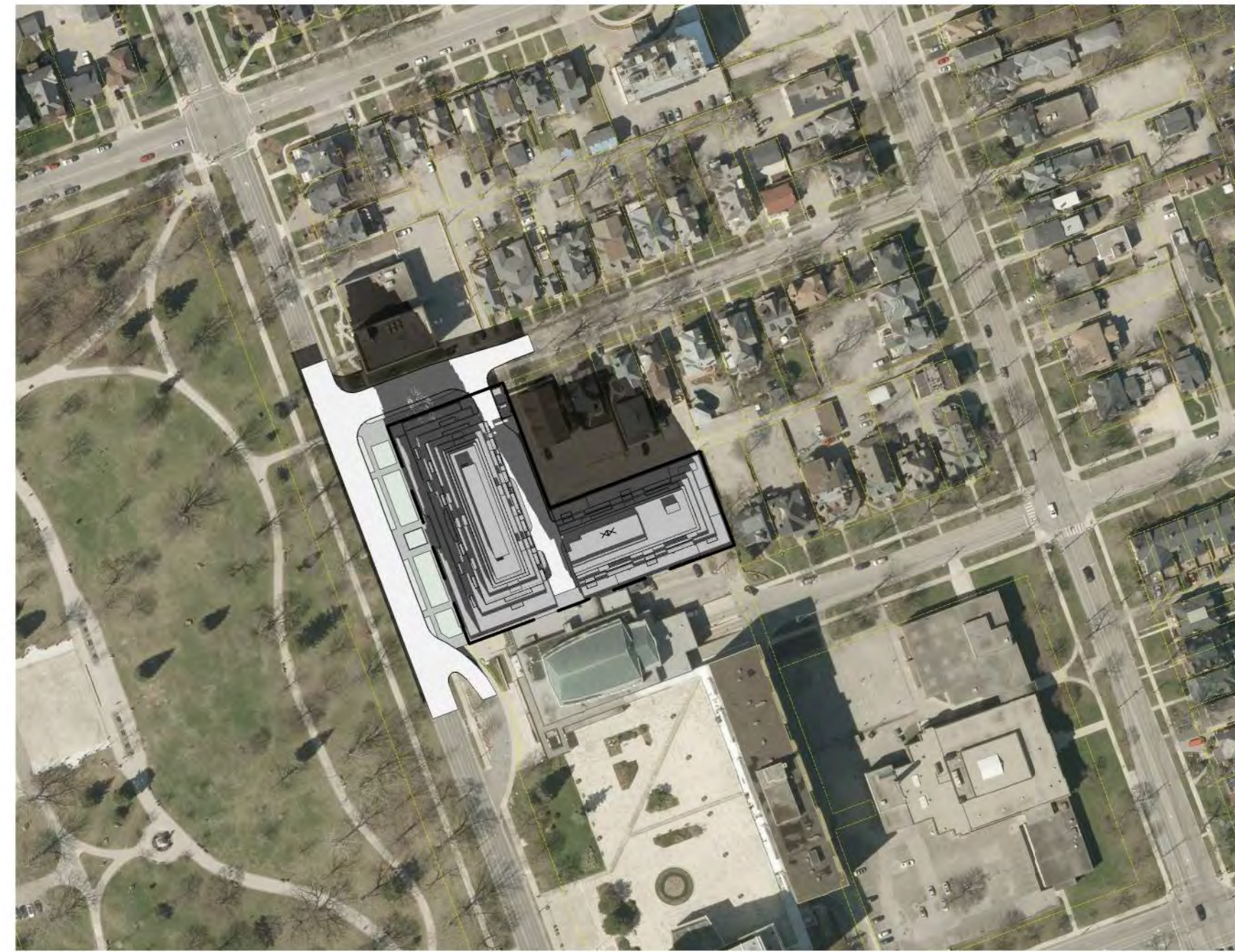


DRAWING NO.
SPA806

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MARCH 21 10:00 AM



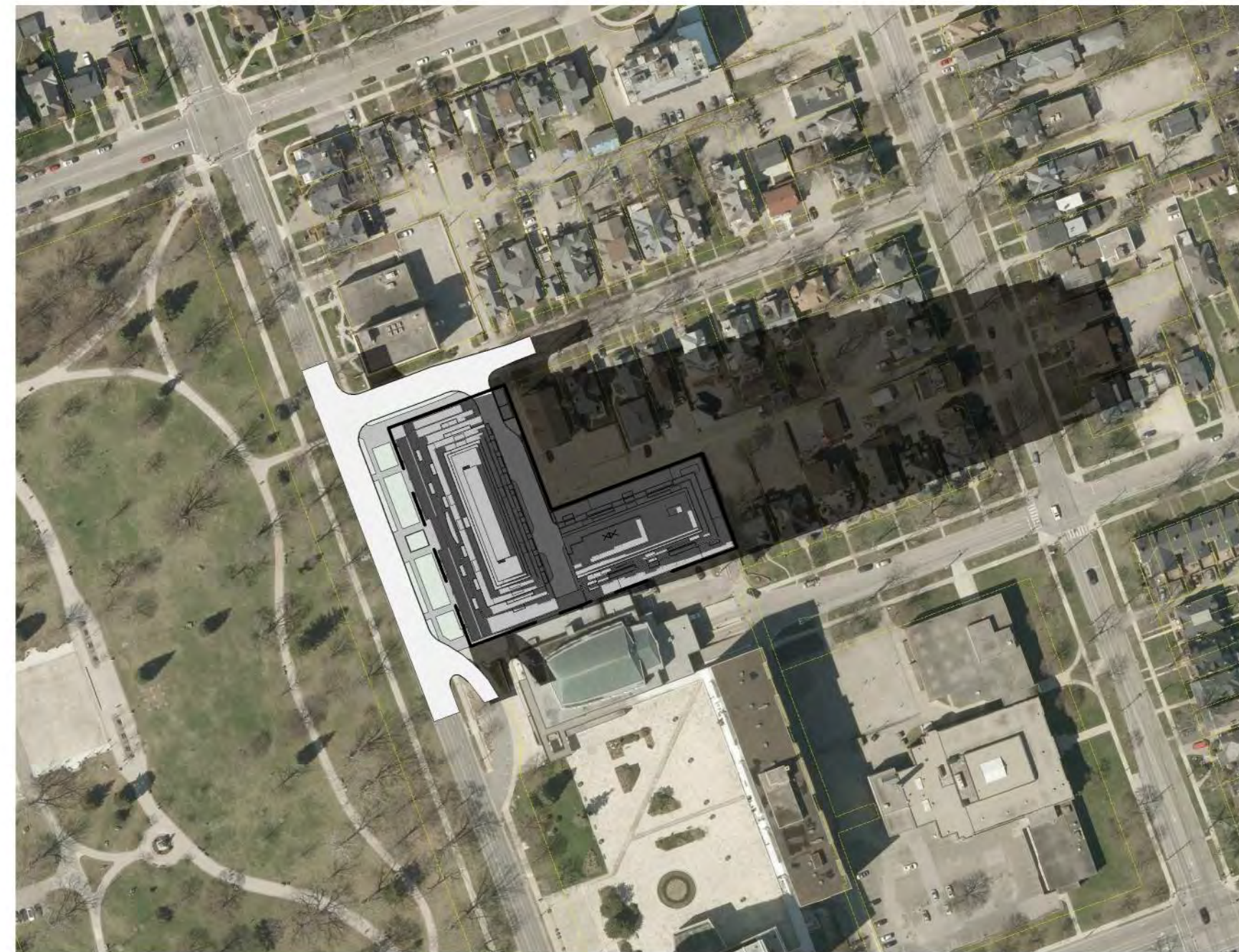
MARCH 21 12:00 PM



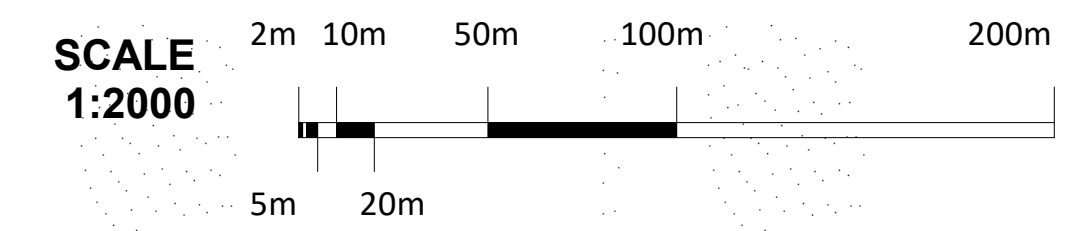
MARCH 21 02:00 PM



MARCH 21 04:00 PM



MARCH 21 06:00 PM



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
SHADOW STUDIES MARCH

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY IBN	
CHECKED BY AYU	
SCALE 1:2000	

DRAWING NO.
SPA811

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JUNE 21 10:00 AM



JUNE 21 12:00 PM



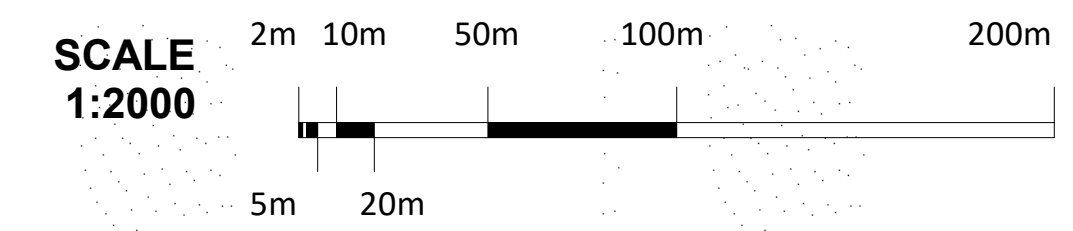
JUNE 21 02:00 PM



JUNE 21 04:00 PM



JUNE 21 06:00 PM



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South

London, Ontario

DRAWING

SHADOW STUDIES JUNE

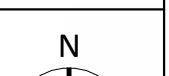
PROJECT NO.
17.191CS

PROJECT DATE
2020-04-15

DRAWN BY
IBN

CHECKED BY
AYU

SCALE
1:2000

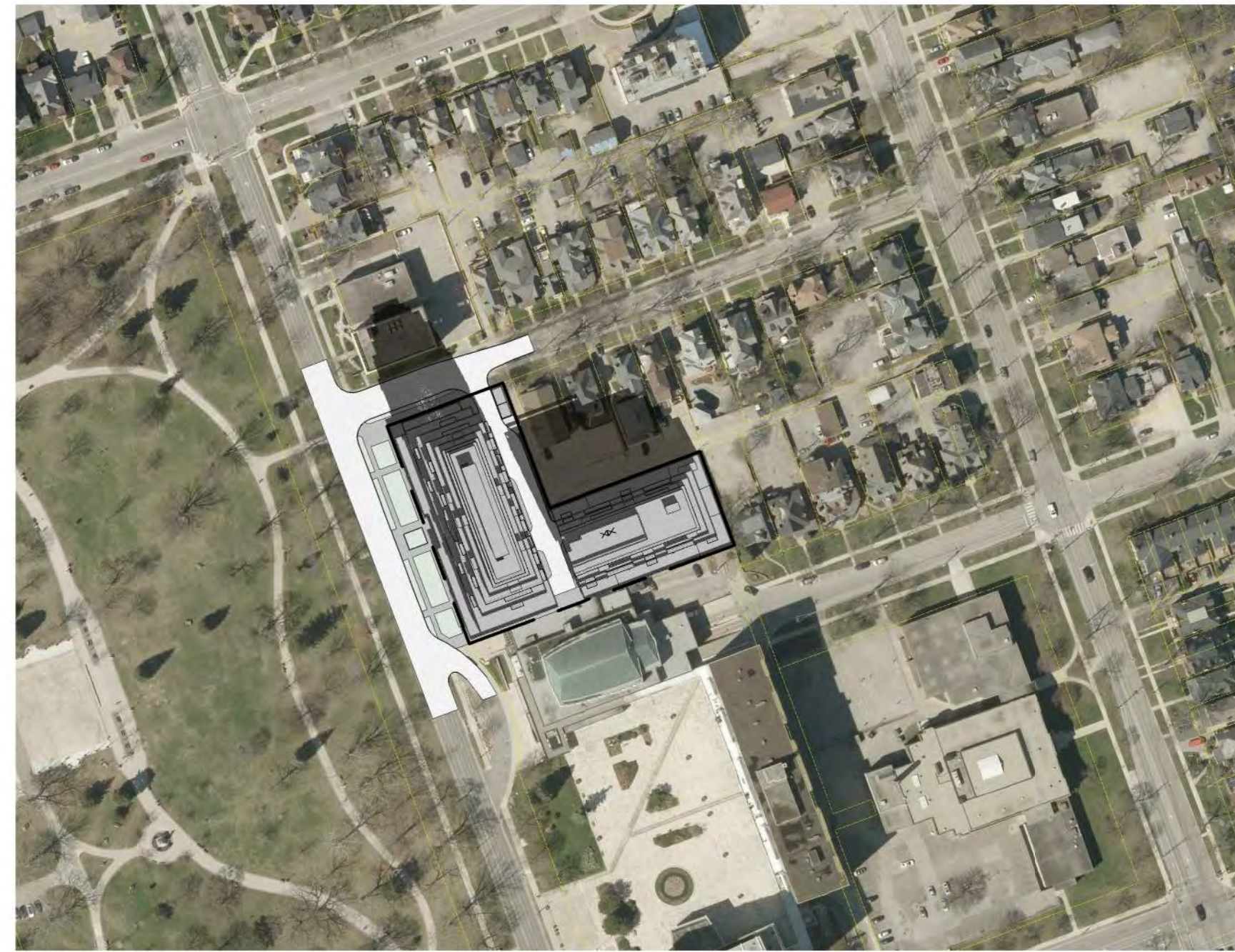


DRAWING NO.
SPA812

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SEPTEMBER 21 10:00 AM



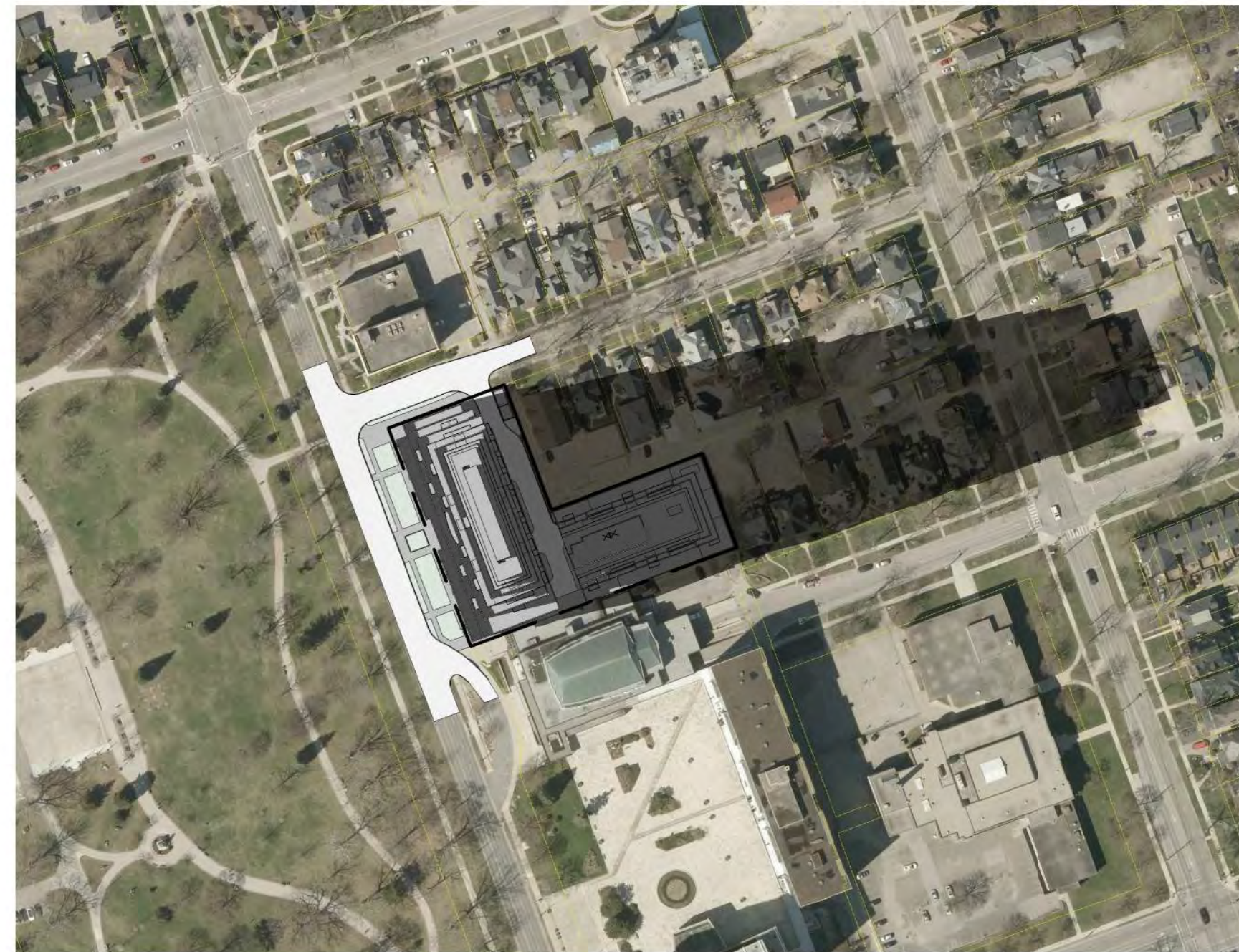
SEPTEMBER 21 12:00 PM



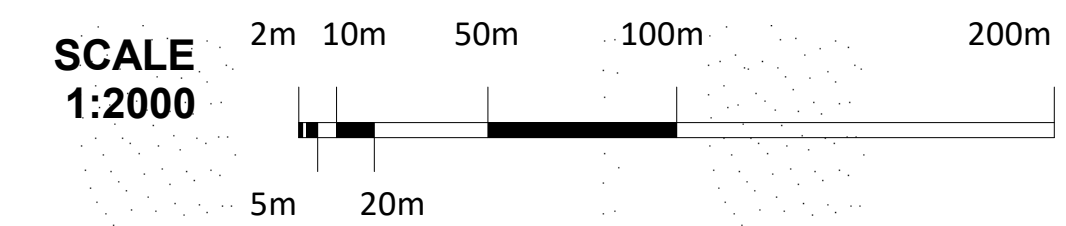
SEPTEMBER 21 02:00 PM



SEPTEMBER 21 04:00 PM



SEPTEMBER 21 06:00 PM



3	2020-04-15	Issued for SPA	LLE
2	2019-10-25	Issued for SPA	AYU
1	2019-04-24	Issued for SPA	AYU
#	DATE	DESCRIPTION	BY

PROJECT
556 Wellington Street South
London, Ontario

DRAWING
SHADOW STUDIES SEPTEMBER

PROJECT NO. 17.191CS	
PROJECT DATE 2020-04-15	
DRAWN BY IBN	
CHECKED BY AYU	
SCALE 1:2000	

DRAWING NO.
SPA813



London
CANADA

Development and Compliance Services Building Division

To: G. Kotsifas, P. Eng.
Managing Director, Development & Compliance Services
& Chief Building Official

From: P. Kokkoros, P. Eng.
Deputy Chief Building Official

Date: August 31, 2020

RE: Monthly Report for July 2020

Attached are the Building Division's monthly report for July 2020 and copies of the Summary of the Inspectors' Workload reports.

Permit Issuance

By the end of July, 2,118 permits had been issued with a construction value of \$503.3 million, representing 972 new dwelling units. Compared to last year, this represents a 23.7% decrease in the number of permits, a 39.4% decrease in the construction value and a 29.7% decrease in the number of dwelling units.

To the end of July, the number of single and semi-detached dwellings issued were 482, which was a 24.9% increase over last year.

At the end of July, there were 1,031 applications in process, representing approximately \$909 million in construction value and an additional 2,344 dwelling units, compared with 610 applications having a construction value of \$460 million and an additional 566 dwelling units for the same period last year.

The rate of incoming applications for the month of July averaged out to 20.6 applications a day for a total of 454 in 22 working days. There were 56 permit applications to build 56 new single detached dwellings, 11 townhouse applications to build 43 units, of which 3 were cluster single dwelling units.

There were 484 permits issued in July totalling \$116.3 million including 277 new dwelling units.

Inspections

BUILDING

Building Inspectors received 2,616 inspection requests and conducted 3,327 building related inspections. An additional 2 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 2,616 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

CODE COMPLIANCE

Building Inspectors received 475 inspection requests and conducted 550 building related inspections. An additional 101 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 475 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

PLUMBING

Plumbing Inspectors received 1,243 inspection requests and conducted 1,573 plumbing related inspections. An additional 9 inspections were completed relating to complaints, business licenses, orders and miscellaneous inspections.

Based on the 1,243 requested inspections for the month, 100% were achieved within the provincially mandated 48 hour time allowance.

NOTE:

Conducted inspections can be higher than the requested inspections. In some cases, one interior Final inspection on a Single Detached Dwelling or any final inspection may require several open processes to be closed prior to completing the interior or building final inspection. One booked Inspection could result in multiple inspections (4-8) being conducted and reported.

AD:cm
Attach.

c.c.: A. DiCicco, T. Groeneweg, C. DeForest, O. Katolyk, D. Macar, M. Henderson, S. McHugh

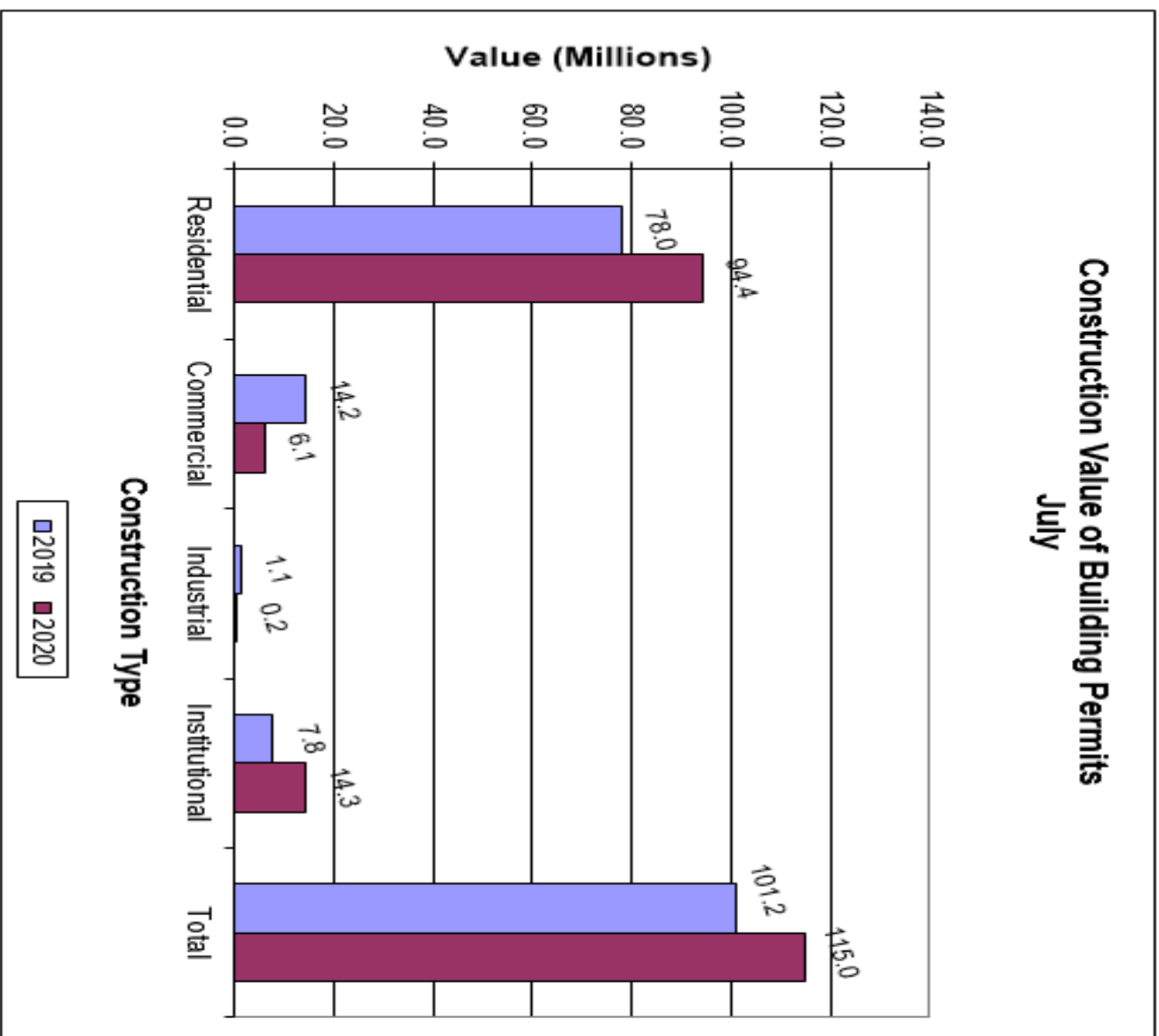
CITY OF LONDON

SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF July 2020

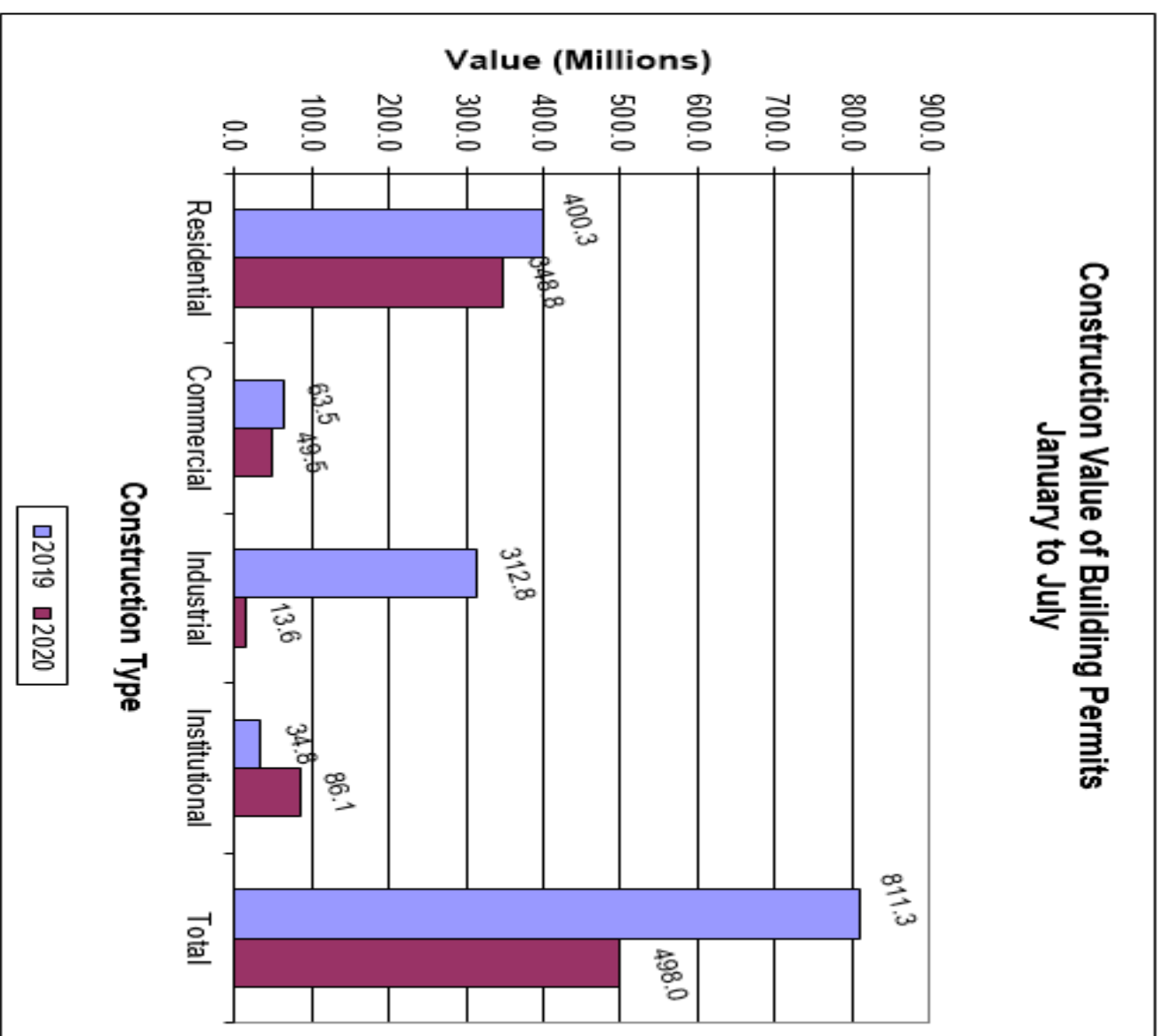
CLASSIFICATION	July 2020				to the end of July 2020				July 2019				to the end of July 2019			
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	
SINGLE DETACHED DWELLINGS	105	44,354,200	105	481	203,460,504	481	79	32,294,885	79	385	162,129,076	385				
SEMI DETACHED DWELLINGS	1	354,000	2	1	354,000	2	0	0	0	0	0	0				
TOWNHOUSES	19	21,875,300	70	73	65,143,485	242	5	4,164,030	17	91	77,333,870	364				
DUPLEX,TRIPLEX,QUAD,APT BLDG.	2	23,000,000	97	6	49,878,800	224	2	36,482,700	146	15	127,089,852	588				
RES.-ALTER & ADDITIONS	184	4,835,093	3	741	29,993,516	23	205	5,101,260	4	1,116	33,725,362	47				
COMMERCIAL-ERECT	1	500,000	0	8	4,660,300	0	4	7,958,070	0	10	15,297,750	0				
COMMERCIAL-ADDITION	0	0	0	2	791,800	0	4	3,269,500	0	11	8,619,000	0				
COMMERCIAL-OTHER	23	5,625,250	0	206	44,006,135	0	32	2,961,910	0	318	39,560,080	0				
INDUSTRIAL-ERECT	0	0	0	2	3,436,700	0	1	800,000	0	6	302,380,000	0				
INDUSTRIAL-ADDITION	0	0	0	4	7,918,800	0	0	0	0	5	5,249,000	0				
INDUSTRIAL-OTHER	2	165,000	0	23	2,272,607	0	6	347,020	0	48	5,139,320	0				
INSTITUTIONAL-ERECT	1	250,000	0	3	32,825,000	0	0	0	0	1	9,816,800	0				
INSTITUTIONAL-ADDITION	2	8,618,000	0	8	15,178,000	0	2	3,448,600	0	4	4,901,800	0				
INSTITUTIONAL-OTHER	39	5,383,800	0	98	38,048,001	0	53	4,334,050	0	124	20,102,960	0				
AGRICULTURAL	0	0	0	1	100,000	0	1	30,000	0	5	15,640,000	0				
SWIMMING POOL FENCES	58	1,368,663	0	220	5,087,499	0	35	711,753	0	147	3,172,617	0				
ADMINISTRATIVE	3	7,000	0	26	95,000	0	23	61,000	0	93	255,000	0				
DEMOLITION	8	0	5	40	0	28	8	0	5	52	0	28				
SIGNS/CANOPY-CITY PROPERTY	0	0	0	2	0	0	6	0	0	24	0	0				
SIGNS/CANOPY-PRIVATE PROPERTY	36	0	0	173	0	0	36	0	0	323	0	0				
TOTALS	484	116,336,306	277	2,118	503,250,146.64	972	502	101,964,778	246	2,778	830,412,487	1,384				

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.
 2) Mobile Signs are no longer reported.
 3) Construction Values have been rounded up.

Construction Value of Building Permits July



Construction Value of Building Permits January to July



City of London - Building Division
Principal Permits Issued from July 1, 2020 to July 31, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
FANSHAWE COLLEGE OF APPLIED ARTS & TECHNOLOGY / FANSHAWE COLLEGE OF APPLIED ARTS & TECHNOLOGY	1001 Fanshawe College Blvd	Alter Community College FANSHAWE COLLEGE - INTERIOR LIBRARY RENOVATIONS Submit sprinkler shop drawing.	0	3,200,000
SIFTON PROPERTIES LIMITED	1095 Upperpoint Ave A	Erect-Street Townhouse - Condo ERECT 6 UNIT STREET TOWNHOUSE BLOCK A, DPNS 1115, 1113, 1111, 1109, 1107, 1005. SOILS REPORT REQUIRED. UNFINISHED BASEMENTS. SB12-A1	6	1,202,400
	112 Woodholme Close	Erect-Townhouse - Cluster SDD ERECT NEW TOWNHOUSE CLUSTER SDD. 1 STOREY, 3 CAR GARAGE, 5 BEDROOMS, FINISHED BASEMENT WALK OUT, DECK INCLUDED, A/C INCLUDED SB-12 A1, UNIT 6 VACANT LAND CONDO PLAN No 717. HRV & DWHR REQUIRED. SOILS REPORT REQUIRED.	1	495,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	1150 Lander St	Add Schools Elementary, Kindergarten ADDITION FOR NEW LULA LIFT AND INTERIOR ALTERATIONS FOR WASHROOMS SHELL PERMIT ONLY: SPRINKLER DRAWINGS FOR ADDITION & FIRE PROTECTION GRCC REQUIRED.	0	118,000
Middlesex Condominium Corporation No. 169	1180 Commissioners Rd W	Alter Garage for Apartment Building ALTER FOR REPAIRS TO PARKING STRUCTURE AND WATERPROOFING Shell Permit Only - Provide sealed railing shop drawings to the Building Division for review prior to work in these areas	0	538,000
LONDON SUMMERSIDE CORP, LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	Alter Gymnasia CM - INTERIOR ALTERATION TO FINISH UNIT 108. Sprinkler Shop drawings to be submitted for review. (Hydraulic calculation may not be required, if Base Building is approved.)	0	132,100
LONDON SUMMERSIDE CORP, LONDON SUMMERSIDE CORP.	1305 Commissioners Rd E	Alter Gymnasia CM - INTERIOR ALTERATION TO FINISH UNIT 107. Submit sprinkler system Shop Drawings for review. Hydraulic calculation may not be necessary if the Base Building design is approved.	0	195,650
White Owl Properties Limited	15 Buchanan Ct	Alter Automobile Repair Garage CM - Interior alteration, new overhead door installation and exterior walls repair.	0	900,000
London City	1585 Riverbend Rd	Install-Site Services Install Site Services for new splash pad - Backflow preventer, Sewer and Water connections. Zoning not required - City Property from DCS - Paula		125,000

City of London - Building Division

Principal Permits Issued from July 1, 2020 to July 31, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
SHERWOOD FOREST SQUARE LTD SHERWOOD FOREST SQUARE LTD.	160 Sherwood Forest Sq D	Erect-Apartment Building RA - ERECT 4 STOREY APARTMENT BUILDING D Shell Permit Only –Provide sealed Misc. Metals for the stair guards, window well grates, roof access ladder and load bearing structural steel stud walls shop drawings to the Building Division for review prior to work in these areas	32	14,000,000
KENMORE HOMES INC. KENMORE HOMES INC.	1620 Noah Bend A	Erect-Townhouse - Condo RT - ERECT - NEW TOWNHOUSE CONDO, BLOCK A, 4 UNITS - 1634 (UNIT 1), 1630 (UNIT 2), 1626 (UNIT 3), 1622 (UNIT 4) 2 STOREY, UNFINISHED LOOK-OUT BASEMENT, 3 BEDROOMS, 1 CAR GARAGE, SB-12 'A1', DWHR & HRV REQUIRED. ***SHELL PERMIT ONLY***	4	636,000
KENMORE HOMES INC. KENMORE HOMES INC.	1620 Noah Bend B	Erect-Townhouse - Condo RT - ERECT NEW TOWNHOUSE CONDO, BLOCK B, 5 UNITS - 1618 (UNIT 5), 1614 (UNIT 6), 1610 (UNIT 7), 1606 (UNIT 8), 1602 (UNIT 9) 2 STOREY, UNFINISHED LOOK-OUT BASEMENT, 3 BEDROOMS, 1 CAR GARAGE, SB-12 'A1', DWHR & HRV REQUIRED. ***SHELL PERMIT ONLY***	5	793,600
THE RIDGE AT BYRON INC. THE RIDGE AT BYRON INC.	1710 Ironwood Rd 65	Erect-Townhouse - Cluster SDD ERECT RT CLUSTER SDD - 1 STOREY, 2 CAR GARAGE, 2 BEDROOMS, UNFINISHED BASEMENT, COVERED REAR DECK, SB-12 A5, MWLCP 903 LEVEL 1 UNIT 44, HRV & DWHR REQUIRED.	1	338,000
RICHMOND HYLAND CENTRE INC. RICHMOND HYLAND CENTRE INC.	1725 Richmond St	Erect-Retail Store COMM - ERECT COMMERCIAL SHELL BUILDING	0	500,000
Z- Group	1820 Canvas Way 72	Erect-Townhouse - Cluster SDD ERECT NEW RT-SDD, 2 STOREY, 2 CAR GARAGE, 3 BEBRROOMS, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED, SB-12 A1, MWLCP 927 UNIT 14 DPN 72, HRV & DWHR REQUIRED. Soils report required.	1	322,000
Z- Group	1820 Canvas Way 80	Erect-Townhouse - Cluster SDD ERECT NEW TOWNHOUSE CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO DECK, A/C INCLUDED, SB-12 A1, HRV & DWHR REQUIRED.	1	330,000
Z- Group	1820 Canvas Way 84	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD 2 STOREY, 3 BEDROOM, 2 CAR GARAGE, UNFINISHED BASEMENT, NO DECK WITH A/C, SB-12 A1, MWLCP 927 DPN 84 (UNIT 8) HRV & DWHR REQUIRED. SOILS REPORT REQUIRED.	1	386,000

City of London - Building Division

Principal Permits Issued from July 1, 2020 to July 31, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Patrick Hazzard 2584857 Ontario Inc	1820 Canvas Way C	Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK FOR DPNs 46, 48, 50, 52, 54, 56, 58	7	1,130,400
PAM GARDENS NON PROFIT HOUSING INC. PAM GARDENS NON PROFIT HOUSING INC.	191 Commissioners Rd W	Erect-Apartment Building ERECT 7 STOREY APARTMENT BUILDING. ON GROUND PARKING ONLY. FOUNDATION PERMIT ONLY. PROVIDE SEALED GUARDS/HAMDRAILS SHOP DRAWINGS PRIOR TO WORK IN THESE AREAS. SUBMIT FIRE STOPPING DETAILS. Submit sprinkler system shop drawings for review and signed form for Integrated Testing Co-Ordinator prior to full permit.	65	9,000,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	191 Dawn Dr	Alter Schools Elementary, Kindergarten New barrier free washroom; Fire alarm upgrade; Ceiling replacement; Doors and hardware replacement; Minor structural works NF1 - Elementary school - PJS	0	150,000
SIFTON PROPERTIES LIMITED	216 Atkinson Blvd	Alter Duplex ALTER TO CREATE SECONDARY DWELLING UNIT IN BASEMENT, 2 BEDROOMS, LIVINGROOM/DININGROOM/KITCHEN, LAUNDRY & BATHROOM. ALSO REPLACE SEWERLINE	1	110,000
GREENGATE LTD. GREENGATE VILLAGE LTD.	2610 Kettering Pl G 2725 Asima Dr	Erect-Street Townhouse - Condo ERECT NEW STREET TOWNHOUSE BLOCK G, ADDRESSES 2598, 2600, 2602 Erect-Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - 8 UNITS 2711, 2715, 2719, 2723, 2727, 2731, 2735, 2739	3 8	555,700 1,400,000
CONVERTUS CANADA LTD	307 Commissioners Rd W	Alter Offices ALTER EXISTING INTERIOR OFFICE SPACE FOR CONVERTUS CANADA LTD.	0	250,000
2290874 Ontario Inc	3260 Singleton Ave AA	Erect-Townhouse - Condo Townhouse Building - Erect new townhouse - Townhouse - Condo BLDG AA Townhouse building DPN 43,45,80,78, Lot 20,22,21,23 respectively	4	1,200,000
2290874 Ontario Inc	3260 Singleton Ave BB	Erect-Townhouse - Condo Erect new townhouse condo BLDG BB, DPN 47,49,76,74 Lots 24,26,25,27 respectively. 3 storey, no basementsB-12 A-5. Soils report required.	4	1,200,000
2290874 Ontario Inc	3260 Singleton Ave W	Erect-Townhouse - Condo ERECT 2 UNITS, TOWNHOUSE BLOCK W, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, NO BASEMENT, NO DECK, A/C INCLUDED, SB12-A5, HRV & DWHR REQUIRED, DPN 35 & 40. SOILS REPORT REQUIRED.	2	474,600
2290874 Ontario Inc	3260 Singleton Ave X	Erect-Townhouse - Condo ERECT 4 UNITS, TOWNHOUSE BLOCK U, 3 STOREY, 1 CAR GARAGE, 3 BEDROOMS, NO BASEMENT, NO DECK, A/C INCLUDED, SB12-A5, HRV & DWHR REQUIRED, DPN 33,42,31,44. SOILS REPORT REQUIRED.	4	947,800

City of London - Building Division

Principal Permits Issued from July 1, 2020 to July 31, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
2290874 Ontario Inc	3260 Singleton Ave Y	Erect-Townhouse - Condo Erect Block Y, 4 Units, 3 storey with one car garage, no basement. SB-12 A5. Soils report required. DPN 27,29,46,48	4	947,800
2290874 Ontario Inc	3260 Singleton Ave Z	Erect-Townhouse - Condo Erect building Z, two units, 3 storey w/one car garage, no basement. DPN 41 & 82. SB-12 A-5. Soils report required.	2	542,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	332 Central Ave 339 Windermere Rd	Alter Hairdressing Shop CM - INTERIOR ALTER FOR HAIR SALON Alter Hospitals INTERIOR ALTERATIONS TO LHSC EMERGENCY BOILER ROOM + EXTERIOR ALTERATIONS	0 0	250,000 220,800
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	349 Tweedsmuir Ave	Add Schools Elementary, Kindergarten ADDING GYM AREA AND RENOVATING OF ADM. OFFICES AND CLASSROOMS Shell Permit Only -Provide sealed Misc. Metals for the stair guards and stairs shop drawings to the Building Division for review prior to work in these areas. Provide sprinkler plan and GRCC, ITC form and ITC plan.	0	8,500,000
HABITAT FOR HUMANITY HEARTLAND ONTARIO HABITAT FOR HUMANITY HEARTLAND ONTARIO	374 Simcoe St	Alter Apartment Building Balcony and guard repairs	0	101,000
Theatre London Foundation	471 Richmond St	Alter Theatre/Cinema ADDITION TO THIRD FLOOR, FRR/FPO Shell Permit Only -Provide sealed guards shop drawings to the Building Division for review prior to work in these areas. Submit sprinkler system Shop Drawings to City for review.	0	800,000
Theatre London Foundation	471 Richmond St	Alter Theatre/Cinema RENOVATION OF INTERIOR SPACES TO MODERNIZE PUBLIC AND ARTIST SPACES FRR/FPO Shell Permit Only -Provide sealed guards shop drawings to the Building Division for review prior to work in these areas Submit sprinkler system Shop Drawings to City for Review.	0	2,500,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	509 Waterloo St	Alter Schools Secondary, High, Jr. High ALTER - CENTRAL SECONDARY SCHOOL - RENOVATE EXISTING WASHROOMS ON FIRST AND SECOND FLOORS WITH OTHER MINOR WORKS	0	250,000
CORPORATION OF THE CITY OF LONDON	7112 Beattie St	Erect-Non-Residential Accessory Building DEMO OF EXISTING FIELD HOUSE AND CONSTRUCTION OF A NEW FIELD HOUSE	0	250,000
The Ironstone Building Company Inc	745 Chelton Rd G	Erect-Townhouse - Condo Townhouse Building - Erect new townhouse - Townhouse - Condo Block G - 7 units - DPN's 1, 3, 5, 7, 9, 11, 13 - 2 storey traditional townhome with finished basement, AC and deck	7	8,000,000

City of London - Building Division

Principal Permits Issued from July 1, 2020 to July 31, 2020

Owner	Project Location	Proposed Work	No. of Units	Construction Value
AARON CONSTRUCTION LIMITED Aaron Construction Limited	750 Viscount Rd	Alter Apartment Building Repair of exterior walls and balconies	0	209,781
Aaron Construction Limited	760 Viscount Rd	Alter Apartment Building Repair of exterior walls and balconies	0	209,781
Aaron Construction Limited	770 Viscount Rd	Alter Apartment Building Repair of exterior walls and balconies	0	209,781
Aaron Construction Limited	780 Viscount Rd	Alter Apartment Building Repair of exterior walls and balconies	0	209,781
785 Wonderland Road Inc C/O Mccor Management (East) In	785 Wonderland Rd S	Alter Offices ALTER INTERIOR FOR OFFICE - SECOND STOREY UNIT 224	0	280,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals INTERIOR ALTER TO DENTAL XRAY ROOM	0	170,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals INTERIOR ALTER TO CART WASHER ROOM	0	340,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals Interior alter to the food service department Submit sprinkler plan.	0	650,000
WESTHAVEN HOMES (2008) INC. WESTHAVEN HOMES (2008) INC.	965 Upperpoint Ave C	Erect-Townhouse - Condo ERECT NEW 5 UNIT TOWNHOUSE, BLOCK C, DPN's 949, 947, 945, 943, 941	5	984,000
Total Permits 48 Units 168 Value 66,144,975				

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

Commercial building permits issued - subject to Development Charges under By-law C.P. -1535-144

OWNER

CENTRE INC. RICHMOND
HYLAND RICHMOND HYLAND
CENTRE INC.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett, AICP
Director, City Planning and City Planner
Subject: Mclver Holding Inc.
733 Wellington Street
Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Mclver Holdings Inc. relating to the property located at 733 Wellington Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R2 (R2-6) Zone and **TO** Residential R3 Special Provision (R3-4 (L)) Zone.

Executive Summary

Summary of Request

The requested amendment is to make interior alterations to an existing duplex to create a triplex dwelling.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to facilitate the interior alteration of the existing duplex to permit a triplex dwelling.

Rationale of Recommended Action

1. The recommended Zoning Amendment is consistent with the Provincial Policy Statement (PPS), 2020, which encourages an appropriate range and mix of uses to meet projected requirements of current and future residents;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to, the Neighbourhood Area Place Type, Our City, Our Strategy, and all other applicable London Plan policies;
3. The recommended amendment permits an appropriate range of residential uses that conform to the in-force policies of the (1989) Official Plan, including but not limited to the Main Street Commercial Corridor designation; and,
4. The recommended Zoning By-law Amendment permits development that is appropriate for the site and compatible with the surrounding land.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located on the west side of Wellington Street, south of Oxford Street East.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Main Street Commercial Corridor
- The London Plan Place Type – Neighbourhood

- Existing Zoning – Residential R2 (R2-6) Zone

1.3 Site Characteristics

- Current Land Use – Duplex dwelling
- Frontage – 10.3 metres
- Depth – 39.6 metres
- Area – 411 metres square
- Shape – rectangle

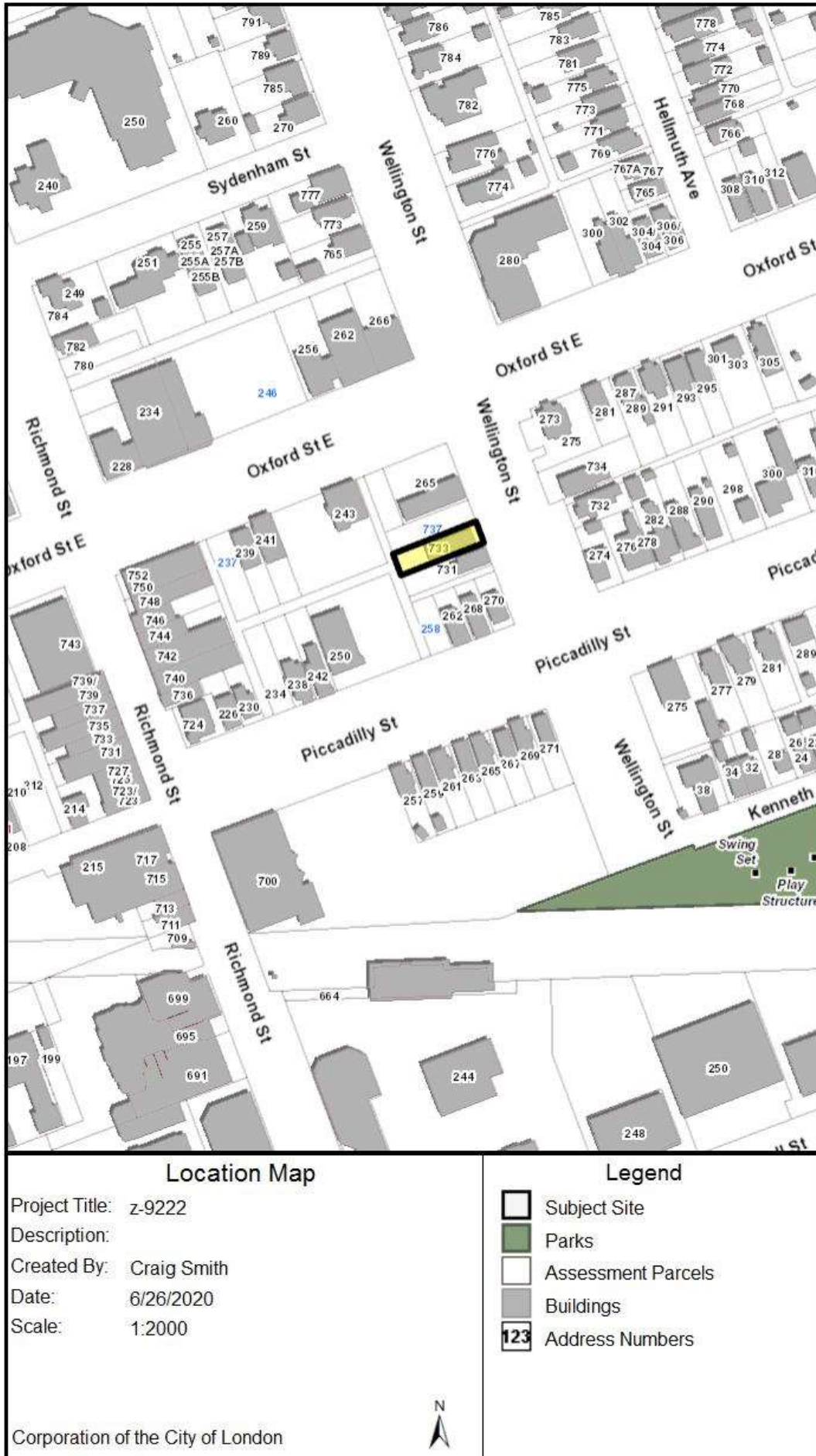
1.4 Surrounding Land Uses

- North – Commercial strip mall
- East – Residential
- South – Restaurant
- West – Commercial (parking lot of beer store)

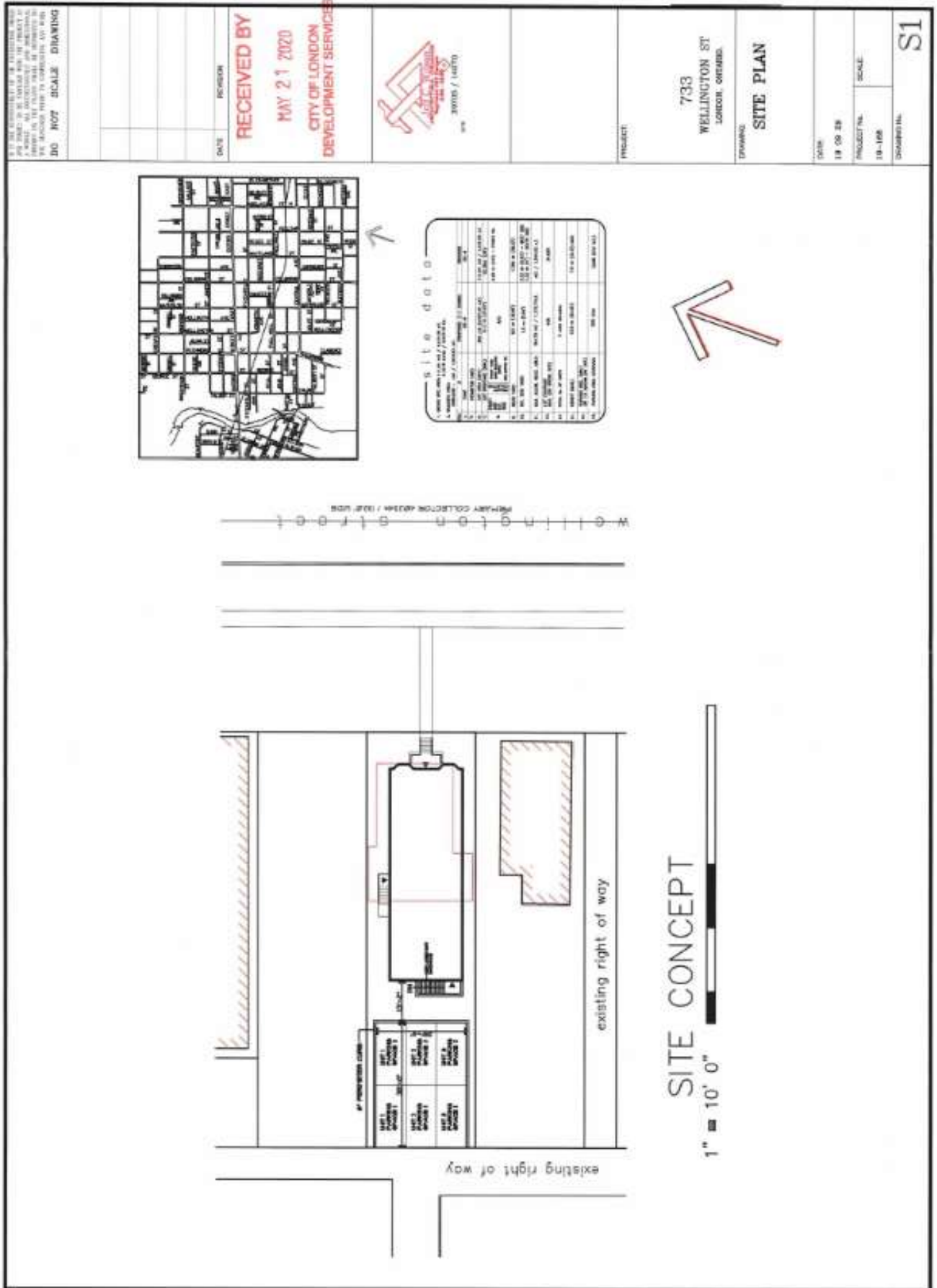
1.5 Intensification (identify proposed number of units)

- The proposed additional residential unit represents intensification within the Built-Area Boundary
- The proposed residential units are within the Primary Transit Area

1.6 Location Map



1.7 Proposed Site Plan



2.0 Description of Proposal

2.1 Development Proposal

The property exists as a duplex dwelling. A four bedroom dwelling unit exists on the 2nd floor. The second unit exists on the basement and 1st floor levels, and consists of seven bedrooms. The proposed development contemplates the interior alteration of the existing seven bedroom dwelling unit into two dwelling units with three bedrooms each. This would result in the creation of a triplex with a three bedroom dwelling unit on the basement level, a three bedroom dwelling unit on the 1st floor level, and a four bedroom dwelling unit on the 2nd floor level (as currently exists).

A total of six parking spaces are proposed (two spaces per unit in tandem) in the rear of the building. The six parking spaces exceeds the Zoning By-law requirement of one parking spaces per unit.

Special provisions have been requested by the applicant for the following existing conditions:

- frontage of 10.3 metres whereas 12 metres is required by the Zoning By-law;
- lot area of 411 metres square whereas 420 metres square is required by the Zoning By-law;
- side yard setbacks to parking spaces of 1.2 metres whereas 3 metres is required by the Zoning By-law; and
- four bedrooms in the 2nd floor dwelling unit whereas three bedrooms maximum is permitted by the Zoning By-law

3.0 Relevant Background

3.1 Planning History

On February 19, 2001, Council amended the zoning on the site (application Z-6026) from a Business District Commercial Special Provision (BDC (1)) Zone to a Residential R2 (R2-6) Zone. The zoning amendment permitted the construction of the existing duplex dwelling. The duplex dwelling exists with a four bedroom dwelling unit on the 2nd floor. The second unit exists in the basement and 1st floor levels, and consists of seven bedrooms.

3.2 Requested Amendment

The requested Zoning By-law Amendment is to rezone the site from a Residential R2 (R2-6) Zone to a Residential R3 Special Provision (R3-4(_)) Zone. The R2-3 Zone permits single detached dwellings, semi-detached dwellings, duplex dwellings, and converted dwellings (up to two units). The requested Zoning By-law Amendment would permit single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings and converted dwellings to maximum of three units.

Special provisions have been requested by the applicant for the following existing conditions:

- frontage of 10.3 metres whereas 12 metres is required by the Zoning By-law;
- lot area of 411 metres square whereas 420 metres square is required by the Zoning By-law;
- side yard setbacks to parking spaces of 1.2 metres whereas 3 metres is required by the Zoning By-law; and
- four bedrooms in the 2nd floor dwelling unit whereas three bedrooms maximum is permitted by the Zoning By-law

3.3 Community Engagement

A Notice of Application was sent to property owners within a 120 metre radius of the subject site on July 9, 2020 and was published in The Londoner on July 9, 2020. One "Possible Land Use Change" sign was placed on the subject site, fronting onto Wellington Street.

No comments were received.

3.4 Policy Context (see more detail in Appendix C)

The *Provincial Policy Statement, 2014* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.3.1. Planning authorities shall promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located within the Neighbourhoods Place Type on a Neighbourhood Connector, as identified on *Map 1 — Place Types and *Map 3 — Street Classifications. Neighbourhoods Place Types make up the majority of the City Structure's land area.

Visions, Key Directions

58_7 Practise and promote sustainable forms of development

62_3 Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.

62_9 Ensure new development is a good fit within the context of an existing neighbourhood.

*916_6 and *916_7 Neighbourhoods Place Type provides key elements for neighbourhoods, including easy access to daily goods and services within walking distance and employment opportunities close to where we live.

*917 Each neighbourhood provides a different character and function, giving Londoners abundant choice in affordability, mix, urban vs. suburban character, and access to different employment areas, mobility options, and lifestyles.

*Table 10 Permits a range of low-rise residential uses, including single detached, semi-detached, duplex dwellings and triplex dwellings.

*Table 11 Permits a range of heights on a site of 1 to 2.5 storeys.

*920_ Range of permitted uses and maximum heights will not necessarily be permitted on all sites within the Neighbourhoods Place Type on a Neighbourhood Connector, as

proposed developments must fit within its context (Policy).

An excerpt from The London Plan *Map 1 – Place Types is found at Appendix C.

1989 Official Plan

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The Official Plan provides for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development. Encourages development which maintains the scale, setback and character of the existing uses. Encourages common parking areas instead of individual access points and individual parking areas and encourages mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

More information and detail on applicable planning policy is available in Appendix B of this report.

4.0 Key Issues and Considerations

4.1 Use

Provincial Policy Statement

Healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

London Plan

The range of uses within the Neighbourhoods Place Type in The London Plan is related to the classification of the street that the property fronts, (*919_2&3). The intent is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, vibrancy and interesting communities (*919_6).

The subject site is located on a Neighbourhood Street which permits a range of residential dwellings including single detached, semidetached, duplex, converted dwellings, secondary suites, home occupations, and group homes. Multi-unit dwellings such as semi-detached, duplex, and converted dwellings are permitted uses in the Neighbourhoods Place Type and along Neighbourhood Streets and as such the proposed alteration to the duplex to create three units is a permitted use for this site.

The London Plan creates a variety of opportunities for intensification (*939_6.). Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods (*937_).

1989 Official Plan

Permitted uses in Main Street Commercial Corridors include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses

(including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings

The proposed zoning by-law amendment will allow for a triplex use through the conversion of an existing duplex. The triplex use promotes an appropriate range and mix of use that allows for sustainable development of the site. The proposed zoning by-law amendment would allow for uses consistent with the Provincial Policy Statement, The London Plan, and the Official Plan.

4.2 Intensity

The London Plan places an emphasis on growing “inward and upward” to achieve a compact form of development. It places a greater emphasis on encouraging and supporting growth within the existing built up area of the City, rather than greenfield development (Policy 79_). Residential intensification in the form of infill development on vacant and underutilized lots will be supported, subject to the other policies of The London Plan (Policy 80_). The London Plan does not include density limits in units per hectare, rather it provides maximum height as a measure of intensity. The proposed dwellings consist of a habitable basement level and two upper floors, and is considered to be a low-rise built form at 2.0 storeys in height or 8.33m. Within the Neighbourhood Street Type, buildings have a standard maximum height of 1 to 2.5 storeys.

The site is surrounded by a range of land uses and building types. To the south of the site are several one storey dwellings that have been converted for commercial uses. To the north and west of the site is a shopping plaza with a range of commercial uses. To the east, the neighbourhood is predominately residential with other uses, such as child care services, in converted two storey residential dwellings. The site is an appropriate size and location for a triplex dwelling, and will likely have a minimal impact on surrounding land uses.

Official Plan 89

Residential densities within mixed-use buildings in a Main Street Commercial Corridor designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan.

The proposed zoning by-law amendment would allow for the alteration of an existing duplex to a triplex. The proposed buildings meet all the Residential R3-4 zoning requirements for building setbacks, lot coverage, open space and height.

The proposed residential uses will have two parking spaces per unit (in tandem) which is consistent with the requirements of the Zoning By-law. All parking is provided in the rear of the building. The proposed parking is sufficient for the use.

The proposed zoning by-law amendment would allow for heights and lot and open space coverage that is consistent with The London Plan and the Official Plan.

4.3 Form

The London Plan requires that site layouts should be designed to minimize and mitigate impacts on adjacent properties (Policy 253_). The building exists as 2 Storey duplex with 2 storey single detached converted dwellings to the south and east. The properties on the east side of Wellington Street across from the site are currently zoned Residential (R3-4) and Day Care (DC). Potential impacts on adjacent and nearby properties from a new development also need to be managed and mitigated, such as loss of privacy and shadowing (Policy 1578_). The existing building fits within the context of the abutting 2 storey converted dwelling uses (and abutting commercial to the north and west) and the alteration to create a third unit will not create any new impacts on the existing neighbourhood.

4.4 Near Campus Neighbourhood Policies

The intent of the Near-Campus Neighbourhoods Policies ('NCN) is to provide guidance to encourage residential intensification proposals that are located in the appropriate areas and constructed in purpose-built, higher density building forms designed to accommodate the anticipated level of intensity and are professionally managed to mitigate concerns related to property maintenance, noise, garbage, and parking, among others.

To lessen the impacts of single units with large amount of residents per unit (multiple bedrooms) in the Near Campus Neighbourhood, a maximum of three bedrooms per any form of residential dwelling was adopted. The proposal is to alter the existing seven bedroom unit into two three bedroom units. The alteration will allow for better management of the building and will assist in mitigating concerns related to overly intense single units with multiple bedroom units.

The proposed two storey triplex with a maximum of ten bedrooms on this lot is more in keeping with the intended form of the Near Campus Neighbourhood than the existing eleven bedroom duplex.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The requested amendment is consistent with the policies of the 2014 *Provincial Policy Statement* that encourages efficient development and land use patterns, the identification of appropriate locations for intensification and redevelopment.

The requested amendment is consistent with the Neighbourhood policies of The London Plan and the Main Street Commercial Corridor designation of the '89 Official Plan which direct intensification to ensure that character and compatibility with the surrounding neighbourhood is maintained.

Prepared and Submitted by:	Craig Smith, MCIP, RPP Senior Planner, Sustainability and Resiliency
Recommended by:	Gregg Barrett, AICP Director, City Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 25, 2020

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

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Appendix A

Appendix "(A)"

Bill No.(number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 733
Wellington Street

WHEREAS Mclver Holding Inc. has applied to rezone an area of land located at 733 Wellington Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 733 Wellington Street as shown on the attached map from a Residential R2 (R2-6) Zone to a Residential R3 Special Provision (R3-4 ())Zone.
- 2) Section Number 7.4 of the Residential (R3-4) Zone is amended by adding the following Special Provision:

)	R3-4()	733 Wellington Street	
	a)	Regulation[s]	
		i) Lot Frontage (minimum)	10.3 metres
		ii) Lot Area (minimum)	411 metres square
		iii) Interior Side Yard Setbacks to Parking Spaces (minimum)	1.2 meters
		iv) Maximum bedrooms in 2 nd floor unit	4

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

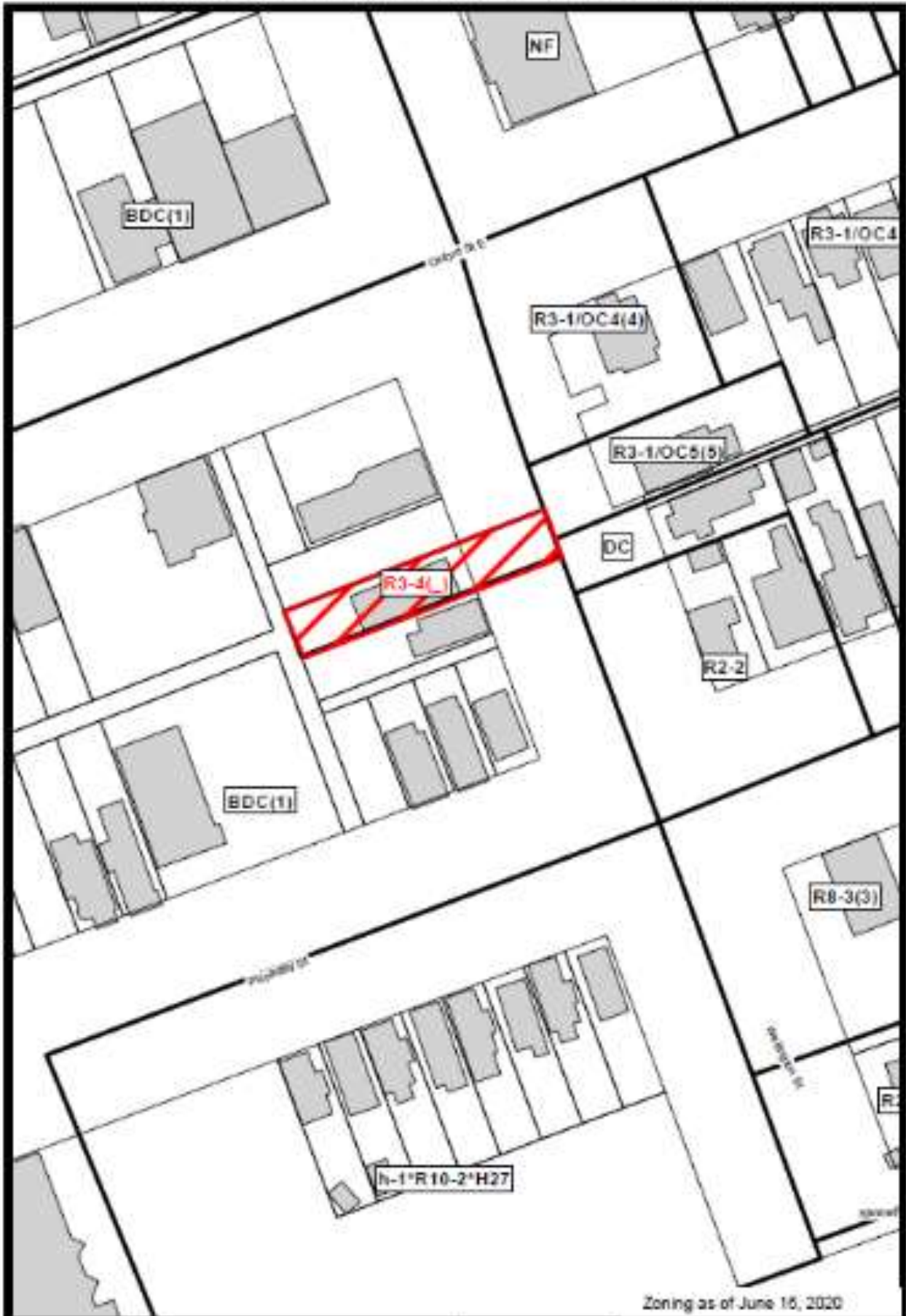
PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



File Number: Z-9222
Planner: CS
Date Prepared: 2020/08/06
Technician: JTS
By-Law No: Z-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix B- Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020 (PPS)

Policy 1.1.3.1 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.2 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.3 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.4 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.4.3 Building Strong Health Communities, Housing

Policy 1.7.1 Building Strong Health Communities, Long Term Economic Prosperity

Policy 2.6.1 Wise Use and Management of Resources, Cultural Heritage and Archaeology

Policy 2.6.2 Wise Use and Management of Resources, Cultural Heritage and Archaeology

1989 Official Plan

Section 4.4.1.1 Planning Objectives Main Street Commercial Corridors

Section 4.4.1.3 Function Main Street Commercial Corridors

Section 4.4.1.4 Permitted Uses Main Street Commercial Corridors

Section 3.7.2 Residential Land Use Designations, Planning Impact Analysis, Scope of Planning Impact Analysis

Section 3.7.3 Residential Land Use Designations, Planning Impact Analysis, Required Information

Section 19.4.3 Implementation, Zoning

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 59_2., 4., and 8. Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 66_ Our City, Planning for Growth and Change

Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification

*Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84_ Our City, City Structure Plan, The Growth Framework, Intensification

*Policy 90_ Our City, City Structure Plan, The Growth Framework, Primary Transit Area

Policy 154_8. Our City, Urban Regeneration

Policy 256_City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

*Policy 259_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

*Policy 389_ City Building Policies, Forest City, What Are We Trying to Achieve

Policy 393_ City Building Policies, Forest City, How Are We Going to Achieve This, Urban Forestry Strategy

Policy 394_ City Building Policies, Forest City, How Are We Going to Achieve This, Urban Forestry Strategy

Policy 398_ City Building Policies, Forest City, How Are We Going to Achieve This, Strategic Approach

*Policy 399_3. and 4. b. City Building Policies, Forest City, How Are We Going to Achieve This, Strategic Approach, Protect More

Policy 497_ City Building Policies, Homelessness Prevention and Housing, What Are We Trying to Achieve

Policy 554_2. and 3. City Building Policies, Cultural Heritage, What Are We Trying To Achieve

Policy 557_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, The Register of Cultural heritage Resources

Policy 565_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 566_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 567_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 568_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 574_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Individual Heritage Properties

Policy 579_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Archaeological Resources

Policy 581_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Archaeological Resources

Policy 586_ City Building Policies, Cultural Heritage, Specific Policies for the Protection, Conservation, and Stewardship of Cultural Heritage Resources, Individual Heritage Properties

Policy 608_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 609_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 616_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 617_ City Building Policies, Cultural Heritage, Archaeological Resources

*Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhood Place Type

*Policy 919_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

*Policy 937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

*Policy 939_6. Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

*Policy 952_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Site Plan Approval for Intensification Proposals, Public Site Plan Approval Process

*Policy 953_2 a.-f. and 3. Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

*Policy 1578_ Our Tools Planning and Development Applications, Evaluation Criteria for Planning and Development Applications

Policy 1682_ Our Tools, Planning and Development Controls, Site Pan Control, Public Site Plan Process

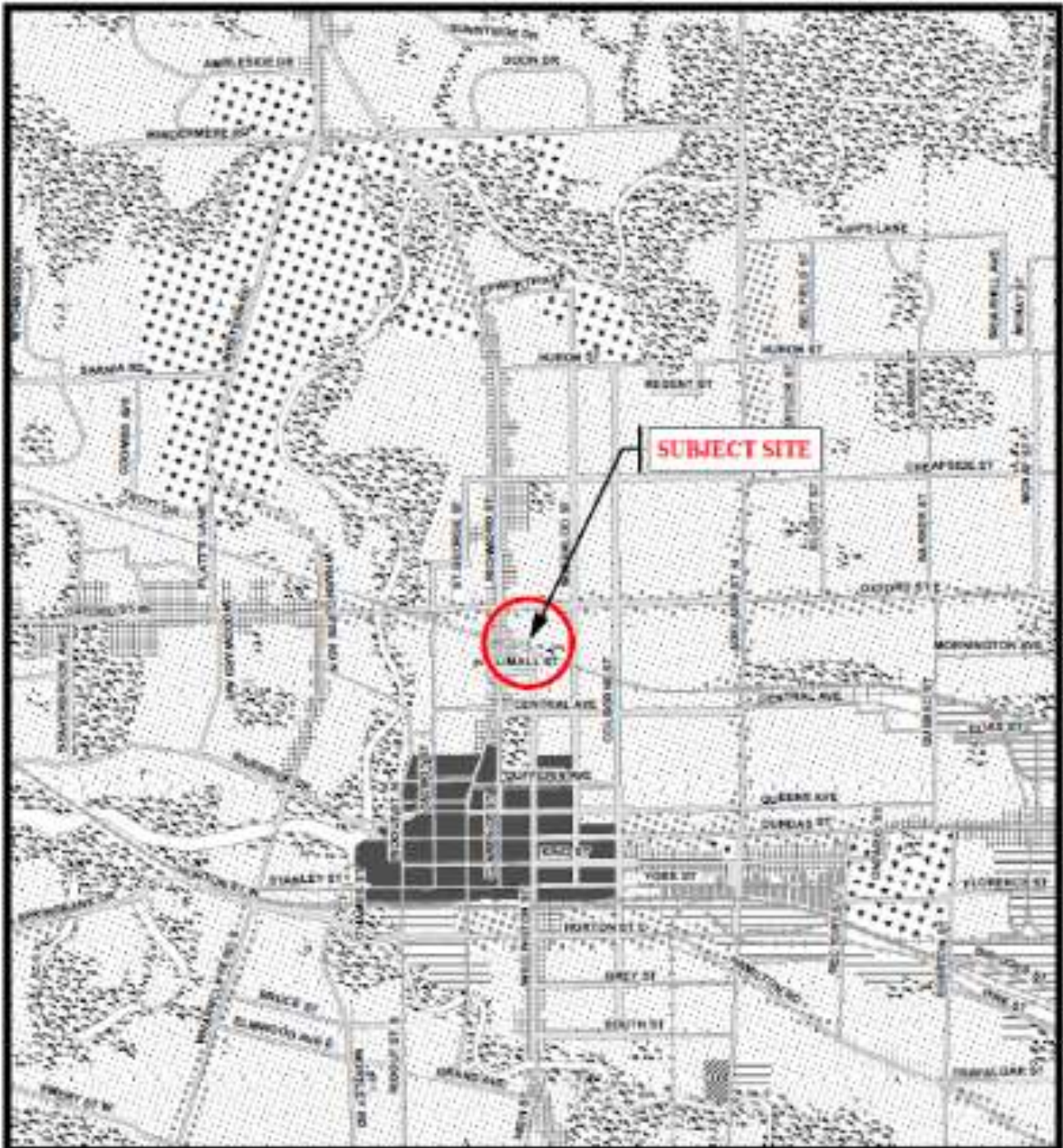
*Policy 1683_ Our Tools, Planning and Development Controls, Site Pan Control, Public Site Plan Process

3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.	The lands are currently a 2 storey duplex. The proposed alterations are all internal. The proposed development will not impact the existing development.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The use exists on a lot that has a frontage of 10.3 metres and lot area of 411m ² . The proposed is to alter the interior of the building. All yard setbacks, coverage and parking conform to the zoning by-law. The parcel of land can accommodate the proposed use.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use; and	The abutting lands to the north, south and west are commercial uses. The lands to the east are zoned Residential and permit some intensification to a maximum of 3 units through conversion or redevelopment.
The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.	N/A – the proposed development is not considered to be medium density residential development or high density residential development.
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	The interior alteration of the seven bedroom unit to two three bedroom units will assist in providing a diverse range of housing needs within the community.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale and height of the building was established as acceptable in 2001 through the zoning by-law amendment Z-6026 which permitted the construction of the existing duplex. The proposed triplex will alter the interior of the building and will not create any new impacts on the abutting uses.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	Landscaping of the site, buffering and the parking area will remain as existing.
The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties	The parking on the site is located in the rear and is accessible by an existing laneway.

<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>The 2 storey, 8.3 metre high building is consistent with the heights on adjacent residential properties and commercial uses and has been integrated with the abutting uses since the construction of the duplex in 2001.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>The subject lands are not located within proximity of a Natural Heritage System, and the UTRCA has no objections to the rezoning as proposed.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>The site does not contain any constraints posed by the environment.</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>Staff is satisfied the proposed triplex is in conformity with the 1989 Official Plan and meets the general intent of the Zoning By-law. The requested Residential R3 zone includes special provisions to permit reduced frontage and lot area. The implementation of these provisions will ensure the proposed site concept plan conforms to the Zoning By-law.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>The applicant is proposing to maintain the existing landscaping of the duplex. The site plan shows the location of 6 parking spaces providing 2 parking spaces in tandem for each unit. No new adverse impacts will be created on the abutting uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>No impacts on the transportation system, including transit, are anticipated as a result of the requested zoning. The residential use of the subject lands will support public transit.</p>

Appendix C – Relevant Background

Additional Maps



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 Director's working consultation of Map 1 - Place Types of the London Plan, with added notations.

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

CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PROVIDED BY: Planning Services



File Number: Z-9222
 Planner: CO
 Technician: JTC
 Date: 2020/08/06



 COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-6

1) LEGEND FOR ZONING BY-LAW Z-1

- | | |
|---|---|
| <ul style="list-style-type: none"> 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 - SENIORS 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 HG - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION AGA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OO - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE OR - 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 ACC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|---|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
 Z-9222 CS

MAP PREPARED:
 2020/08/06 JTS

1:1,500
 0 5 10 20 30 40
 Meters

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

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – 733 Wellington Street (Z-9222)

- Councillor Cassidy: Thank you Mr. Barrett. Any technical questions for Mr. Barrett from Committee? Councillor Hopkins.
- Councillor Hopkins: Yeah. Thank you, Madam Chair, and through you to staff, just a question around the parking, if you can explain the parking and the requirements that reading the report are exceeding the by-law requirement, I just need a little bit more clarification there.
- Gregg Barrett, Director, City Planning and City Planner: Through the Chair, in fact the parking requirement is one space per unit and there are, I believe, six spaces required in tandem at the rear.
- Councillor Cassidy: Councillor?
- Councillor Hopkins: Yeah, thank you for that. So, it does meet the parking requirements then?
- Gregg Barrett, Director, City Planning and City Planner: Yes, it is my understanding that yes, the requirement is one space per unit, there are going to be six provided.
- Councillor Cassidy: Ok. Is the applicant here? Would the applicant like to address the Committee?
- Can everyone hear me ok?
- Councillor Cassidy: Yes. If you just want to state your name and then you will have five minutes.
- Wonderful. Thank you very much. My name is Matt Campbell, I am here from Zelinka Priamo on behalf of Mclver Holdings for 733 Wellington Street. We have reviewed the staff report and the recommendation and the implementing by-law and we are very happy to see the recommendation. We have worked well with staff on this project. Like Mr. Barrett said, this is an existing situation that we are attempting to alleviate some of the operational and leasing issues associated with a seven bedroom unit. There is a reduction in the net number of bedrooms from eleven down to ten and the parking situation is existing at the rear as well. Well exceeding the three parking spaces that are required. If there are any questions regarding this I'm happy to answer them and I would encourage the Committee to approve staff's recommendation for approval. Thank you.
- Councillor Cassidy: Thank you Mr. Campbell. I will go to the committee rooms to see if there are any members of the public that would like to comment on this application. I'll call the Committee's attention to the Added Agenda. There is an added communication from Ms. Delilah Deane Cummings representing the Piccadilly Area Neighbourhood Association so I would just bring that to the Committee's attention and check one more time to see if there is any member of the public in the committee rooms who would like to address the Committee. Ok. I'm not seeing any action from the committee rooms, so I will look for a motion to close the public participation meeting.

TO: Planning and Environment Committee, City of London
FROM: Piccadilly Area Neighbourhood Association (PANA)

RE: Z-9222, 733 Wellington St.

The Piccadilly Area Neighbourhood Association (PANA) was notified by the City of London (Craig Smith) on 14 September of the Public Participation Meeting being held on 21 September 2020 regarding the zoning application for 733 Wellington Street.. The short time line for response gave us little time to alert and get feedback from residents in this area.

This building is one of many in our area focused on student rental. The Planner advises that the building currently contains 11 bedrooms: 4 in one unit and 7 in the other. This was permitted before the bedroom limitation of 3 per unit was put in place. The proposal is to convert the building from a duplex into a triplex with zoning to be changed from R2-6 to R3 Special Provision.

PANA residents have contacted us with questions and concerns. The focus of their concern is that the proposal indicates that one of the dwelling units would have 4 bedrooms when there is currently a restriction of 3 bedrooms per unit.

Residents are concerned that allowing a 4 bedroom unit would establish a precedent in this near-campus neighbourhood, where there are many buildings focused on rental to students.

Residents are also concerned with traffic flow and parking issues in this area due to a number of factors, including multiple locations of Montessori schools and daycares. NOTE: when we presented at the PEC meeting at City Hall in September 2018 regarding the Z-8921 Zoning By-law Amendment for 745 and 747 Waterloo St., we were promised a traffic study in the block bounded by Wellington, Oxford, Waterloo and Kenneth. This study has not been undertaken, to our knowledge

In addition, there have been complaints from adjacent residents and businesses regarding garbage issues including large quantities of trash strewn along the boulevards and sidewalks near 733 Wellington St.

Thank you.

Delilah Deane Cummings

Co-chair, PANA executive

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: JFK Holdings
666-670 Wonderland Road North

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services with respect to the application of JFK Holdings relating to the property located at 666-670 Wonderland Road North, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **BY AMENDING** the Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(17)) Zone.

Executive Summary

Summary of Request

Requested amendment to add a Clinic and Pharmacy within the existing commercial plaza to the existing list of permitted uses.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to allow a Clinic and Pharmacy, in addition to the uses permitted by the existing zoning, within the existing building.

Rationale of Recommended Action

1. The proposed amendment is consistent with the Provincial Policy Statement, 2020 (PPS);
2. The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Auto-Oriented Commercial Corridor;
3. The proposed amendment conforms to the in-force policies of The London Plan, including but not limited to the Transit Village Place Type.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located along Wonderland Road North, a Rapid Transit Boulevard/Arterial Road, to the immediate north of the intersection of Wonderland Road North and Oxford Street West. The site is currently used for retail commercial purposes within the existing one-storey commercial plaza with surface parking. The site also contains a second building serving as a fast-food restaurant, being Tim Horton's, and its associated drive-thru facilities.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Auto-Oriented Commercial Corridor
- The London Plan Place Type – Transit Village
- Existing Zoning – Highway Service Commercial Special Provision/Restricted Service Commercial Special Provision (HS(3)/RSC2(17)) Zone

1.3 Site Characteristics

- Current Land Use – Retail commercial plaza
- Frontage – 80.5 metres (264.1 feet)
- Depth – 106.5 metres (349.4 feet)
- Area – 1.1 hectares (2.7 acres)
- Shape – Irregular

1.4 Surrounding Land Uses

- North – High density residential uses
- East – Auto-oriented uses
- South – Commercial uses
- West – Retail commercial plaza

Figure 1: Southern half of the main commercial plaza, looking west from Wonderland Road North.



Figure 2: Northern half of the main commercial plaza and the second building (Tim Horton's), looking west from Wonderland Road North.



1.5 LOCATION MAP



2.0 Description of Proposal

2.1 Development Proposal

JFK Holdings has requested to rezone their property at 666-670 Wonderland Road North to permit a Clinic and Pharmacy within the existing commercial plaza. All other permitted uses will remain as part of this application. The proposed Clinic and Pharmacy uses are requested to be added to expand the range of uses currently permitted on site for future occupancy within the existing building. No exterior works are proposed as part of this application.

Figure 3: Conceptual Site Plan for 666-670 Wonderland Road North.



3.0 Relevant Background

3.1 Planning History

The majority of the permitted uses under the existing zone can be traced to a 1993 Ontario Municipal Board hearing. At the time, the property owner(s) of 666 Wonderland Road North were proposing to redevelop a vacant portion of the lands and proposed to add new uses, among them a “supermarket, large drug store, and automotive services and uses”. Following an appeal by nearby property owners, the Board prohibited the abovementioned uses on the grounds that the planning application at the time had not satisfactorily put to rest concerns related to traffic circulation, access, and noise.

In November 2012, a Site Plan Application (File No. SP12-022503) was granted to demolish the existing building, located on the northern portion of the subject lands, for the construction of a Tim Horton’s fast-food restaurant, including the drive-thru facilities.

A Minor Variance Application (File No. A.011/07) was granted to maintain an existing plaza of 23,828.8 square metres (25,067 square feet) with 172 parking spaces at a rate of 1 space per 11 square metres in place of the required 218 parking spaces by using the individual parking rates. The variance application included the conversion of 99.59 square metres (1,072 square feet) of office space to restaurant use.

On November 26, 2019, under File No. Z-9093, Municipal Council amended *Zoning By-law No. Z.-1* to add a Medical/Dental Office use to the uses permitted under the current zone and to recognize the previously-approved parking rate of 1 space per 11 square metres for all uses on site. The zoning by-law amendment did not request to add the Clinic and Pharmacy uses.

3.2 Requested Amendment

The requested amendment would rezone 666-670 Wonderland Road North by way of adding additional uses to the site-specific Restricted Service Commercial Special Provision RSC2(17)) Zone currently applied to the site. No further special provisions are being requested.

3.3 Community Engagement (see more detail in Appendix B)

Notice of Application was sent to property owners in the surrounding area on July 23, 2020 and published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on the same date.

Staff received no written responses from neighbouring property owners. Comments from external agencies and departmental correspondence expressed no objections to the application.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement, 2020

The *Provincial Policy Statement* (“PPS”) 2020, provides policy direction on matters of provincial interest relating to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 of the PPS, *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* encourages healthy, liveable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also directs planning authorities to promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses (1.3.1.b)).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject lands are located in the Transit Village Place Type on *Map 1 – Place Types and located along a Rapid Transit Boulevard on *Map 3 – Street Classifications. The Transit Village Place Type contemplates high-density, complete communities. Transit Villages are contemplated to be mixed-use neighbourhoods served by extensive retail and commercial services and office spaces (*The London Plan*, 806_) in a high-quality urban setting (*The London Plan*, 810_6 & 810_7). Intensity policies contemplate buildings to be no less than two (2) storeys or eight (8) metres in height and will not exceed 15-storeys in height (*The London Plan*, *813_1).

In the future, new development within Transit Villages is contemplated to include ground-related retail and commercial service uses within a multi-storey, mixed-use building (*The London Plan*, 811_). In the near term, the recommended amendment will allow for the existing commercial building to continue being utilized and allow vacant

spaces to be re-tenanted, while not affecting the long-term ability of the lands to redevelop in accordance with *The London Plan*. The proposed additional permitted uses will only be permitted within the existing building. The recommended amendment demonstrates reasonable consideration during this period in time when the City is transitioning from the *1989 Official Plan* to *The London Plan*.

1989 Official Plan

The subject lands are designated Auto-Oriented Commercial Corridor on Schedule “A” – Land Use in the *1989 Official Plan*. The objectives of the Auto-Oriented Commercial Corridor designation is to promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities (*1989 Official Plan*, 4.4.2.1.(i)). The designation is primarily intended for commercial uses that cater to the needs of the travelling public and include secondary uses which serve employees of adjacent employment areas including restaurants, personal services, medical and dental offices, and a variety of other uses in appropriate locations (*1989 Official Plan*, 4.4.2.4.).

Section 4.5 of the *1989 Official Plan* outlines criteria for a Planning Impact Analysis used to evaluate the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses (*1989 Official Plan*, 4.5.2.). Throughout the review of the submitted application, all criteria were evaluated; however, as the building and layout of the site are existing, the most applicable criteria are as follows:

- i) *compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;*

The proposed Clinic and Pharmacy uses at this location is compatible with the surrounding residential and commercial land uses. As no development is proposed in conjunction with the application, no impacts to present and future land uses in the area are expected to occur.

- ii) *the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed uses;*

As the long-standing commercial plaza is existing, the proposed Clinic and Pharmacy uses will be added as a permitted exclusively within the existing building. The site can accommodate the intensity of the proposed use being added to the list of existing permitted uses.

- iii) *the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties;*

In the most recent previous zoning by-law amendment, the Applicants added the previously approved parking rate of 1 space per 11 square metres for all uses on the lands as a regulation within the Zoning By-law Z.-1. This rate was approved in 2007 by way of minor variance and did not result in the creation of adverse impacts. The present configuration of the site is appropriate for the added uses and are not anticipated to cause additional impacts to traffic on Wonderland Road North or Oxford Street West, both contemplated as Arterial Roads on Schedule “C” – Transportation Corridors in the *1989 Official Plan* and a Rapid Transit Boulevard and Main Street respective on *Map 3 – Street Classifications in *The London Plan*. The site is highly accessible via public and active transportation methods.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Proposed Clinic and Pharmacy Uses

2020 Provincial Policy Statement (“PPS”)

The *PPS* states that planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range economic activities (*PPS*, 1.3.1.b)). The *PPS* also identifies that planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment and institutional uses to meet long-term needs (*PPS*, 1.3.1.a)). Lastly, the *PPS* identifies that planning authorities shall consider the use of existing *infrastructure* and *public service facilities* to be optimized (*PPS*, 1.6.3.a)). The applicant’s proposal to add Clinic and Pharmacy as permitted uses within the existing building further allows for a mix of uses to serve the surrounding area, ensuring the long-term needs of residents are met, while utilizing existing infrastructure and services.

The London Plan

The Transit Village Place Type contemplates extensive retail and commercial services as well as allowing for substantial office spaces in order to create complete communities (*The London Plan*, 806_). The Transit Village Place Type permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses (*The London Plan*, 811_1). The proposed Clinic and Pharmacy uses are permitted within the Place Type providing a new service to the surrounding area and expanding the range of permitted uses on the subject lands. The added uses at this location also allows residents of the surrounding community to access services within walking distance.

The Transit Village Place Type provides policies regarding intensity that ensure adequate levels of development and density are provided to support the goals of the Place Type including supporting rapid transit, efficiently utilizing infrastructure and services, and ensuring that the limited amount of land within the Place Type is fully utilized (*The London Plan*, *813_2). In addition, the form policies encourage high-quality architectural design (*The London Plan*, 814_2.) set in a public realm designed to be pedestrian, cycling and transit-supportive (*The London Plan*, 814_3.). Building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and the general site layout will reinforce pedestrian safety and easy navigation. In this situation, through the utilization of the existing building on the lands, the addition of the Clinic and Pharmacy uses within the existing building expands the range of uses able to occupy the building without impeding the future development of the lands in a manner contemplated in the Transit Village Place Type.

Official Plan

The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses (*1989 Official Plan*, 4.4.2.). These uses are contemplated to generate and accommodate significant amounts of traffic and draw patrons from a wide area (*1989 Official Plan* 4.4.2.4.).

The proponent is proposing to add a Clinic and Pharmacy to the uses permitted in the Restricted Service Commercial Special Provision (RSC2(17)) Zone. Clinic is an identified secondary use within the Auto-Oriented Commercial Corridor designation. A Pharmacy is not expressly identified as a permitted use. However, the use would meet the designation’s intent to provide for commercial uses that offer a service to the traveling public (*1989 Official Plan*, 4.4.2.4.). Additionally, despite not being included in the more scoped uses permitted on a site-specific basis under the RSC2(17) Zone, ‘Pharmacies’ is included as a permitted use under the standard RSC2 Zone variation.

The foregoing demonstrates that the expanded uses would serve to implement the planned function of the Auto-Oriented Commercial Corridor. In addition, as the proposed uses will be located within an existing plaza and be added as an additional use to the uses already permitted on the lands, it further encourages intensification in existing commercial areas within the built-up area of the City to meet commercial needs to effectively make better use of existing City infrastructure and strengthen the vitality of these areas (1989 Official Plan, 4.2.1.iv). Additionally, the intent of areas designated Auto-Oriented Commercial Corridor is to promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers (1989 Official Plan, 4.2.1.i). As the existing plaza is located in an area surrounded by existing residential development and various forms of commercial development, the addition of a medical/dental office at this location provides an additional service to the surrounding community.

The proposed uses would be located within an existing plaza and be added as an additional use to the uses already permitted on the lands. The existing building is conveniently located along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported (1989 Official Plan, 4.4.2.5).

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommended amendment is consistent with the *Provincial Policy Statement, 2020* and conforms to the in force policies of *The London Plan* and the *1989 Official Plan*. The recommended amendment will provide opportunity for additional services to be introduced to the surrounding community and represents good planning, insofar as the new uses are limited to the existing building so as not to impede the future development of the lands at a higher intensity and form.

Prepared by:	Daniel Hahn Planner I, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 14, 2020

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Y:\Shared\implemen\DEVELOPMENT APPS\ (Insert Source)

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 666-
670 Wonderland Road North.

WHEREAS JFK Holdings has applied to rezone an area of land located at 666-670 Wonderland Road North, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

1) Section Number 28.4 of the Restricted Service Commercial (RSC2) Zone is amended by replacing the existing provisions with the following:

-) RSC2(17) 666-670 Wonderland Road North
 - a) Permitted Uses limited to the existing building
 - i) Animal hospitals;
 - ii) Bulk beverage stores;
 - iii) Catalogue stores;
 - iv) Clinic;
 - v) Dry cleaning and laundry depot;
 - vi) Duplicating shops;
 - vii) Hardware stores;
 - viii) Home appliance stores;
 - ix) Home improvement/furnishing stores;
 - x) Kennels;
 - xi) Liquor, beer and wine stores;
 - xii) Medical/dental offices;
 - xiii) Pharmacy;
 - xiv) Repair and rental establishments;
 - xv) Retail stores;
 - xvi) Service and repair establishments;
 - xvii) Studios;
 - xviii) Taxi establishments
 - b) Regulations
 - i) Parking rate for all permitted uses on site (Minimum) 1 space per 11m² gross floor area

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

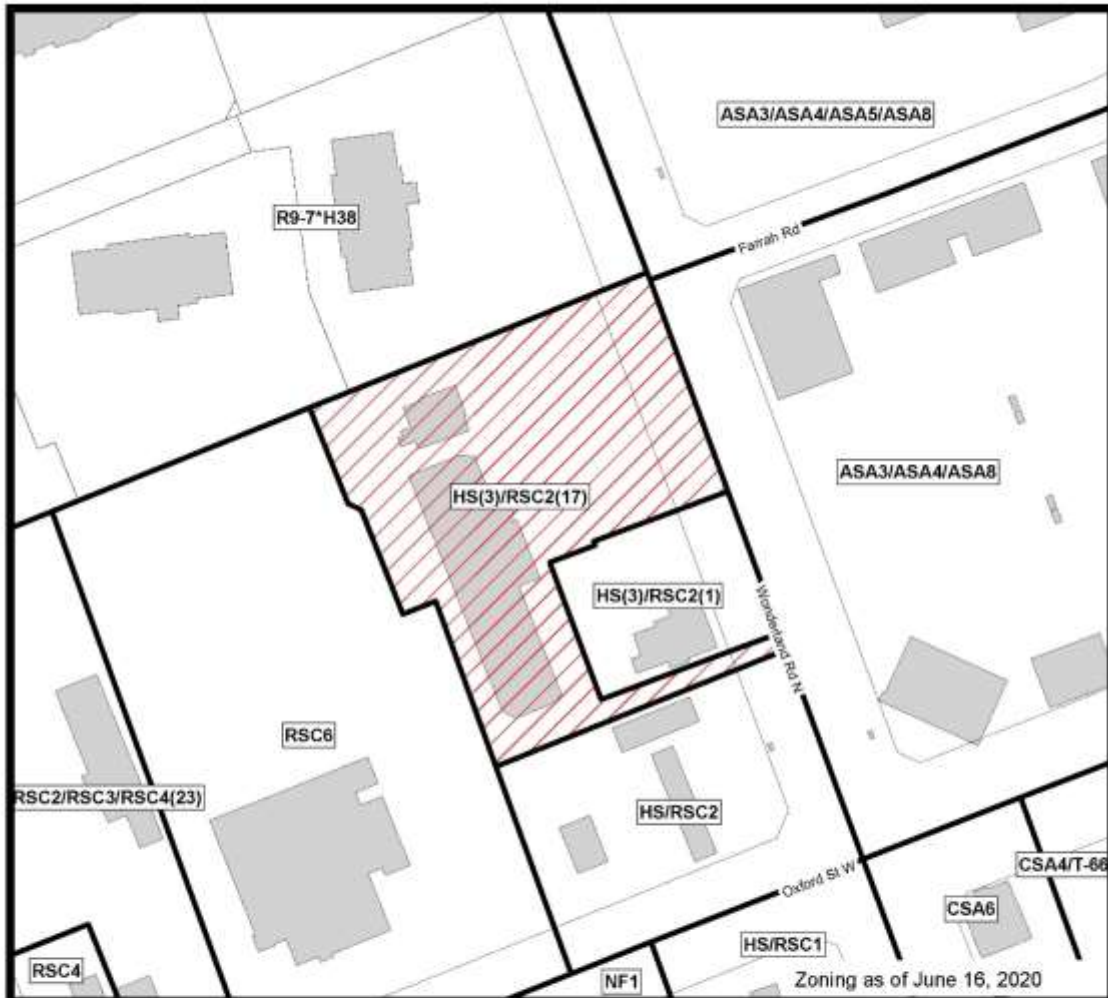
This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R2-6

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 NBA - 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 | <ul style="list-style-type: none"> 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-9241

DH

MAP PREPARED:

2020/08/14

RC

1:2,000

0 10 20 40 60 80 Meters

Appendix B – Public Engagement

Community Engagement

Public liaison: On July 23, 2020, Notice of Application was sent to 14 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 23, 2020. A “Planning Application” sign was also posted on the site.

0 replies were received

Nature of Liaison: Zoning amendment to allow Clinic and Pharmacy uses to be added to the uses permitted by the existing zoning.

Agency/Departmental Comments

July 23, 2020: London Hydro

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

July 28, 2020: Water Engineering

Water Engineering has no comment on this proposed rezoning. Comments will be made if/when an application is made for development or alteration to the site (external to the existing buildings) is made.

August 13, 2020: Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application 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). The Upper Thames River Source Protection Area Assessment Report has also been reviewed in order to confirm whether these lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION: Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands are not within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required. The UTRCA has no objections to this application.

September 3, 2020: Engineering

The engineering team has no comments for above application.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

1.1.3.2. a) 4. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which support *active transportation*.

1.1.3.2. a) 5. Land use patterns within *settlement areas* shall be based on densities and a mix of land uses which are *transit-supportive*, where transit is planned, exists or may be developed.

1.3.1. a) Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs.

1.3.1. b) Planning authorities shall promote economic development and competitiveness by providing opportunities for a diversified economic base, including maintaining a range and choice for 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.

1.6.3.a) Before consideration is given to developing new *infrastructure* and *public service facilities*: the use of existing *infrastructure* and *public service facilities* should be optimized

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

The London Plan

***90_ Primary Transit Area**

The Primary Transit Area will be the focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. The Primary Transit Area will also have heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.

806_ Vision for the Transit Village Place Type

Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station.

808_ Role within the City Structure

They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian-oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

810_6 How Will We Realize Our Vision?

Plan for high-quality urban park spaces, plazas, and seating areas.

810_7 How Will We Realize Our Vision?

Plan for retail and service commercial uses, plaza spaces and attractive outdoor seating areas, accessible to the public, located adjacent to transit stations.

811_1 Permitted Uses

A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.

*813_1 Intensity

Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan.

*813_2 Intensity

Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.

814_2 Form

High-quality architectural design will be encouraged within Transit Villages.

814_3 Form

Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.

*Map 1 – Place Types

*Map 3 – Street Classifications

1989 Official Plan

4.2.1. Planning Objectives for all Commercial Land Use Designations

It is intended that the development and use of areas designated Enclosed Regional Commercial Node, New Format Regional Commercial Node, Community Commercial Node, Neighbourhood Commercial Node, Main Street Corridor and Auto-oriented Commercial Corridor meeting the following objectives:

- iv) Encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas.

4.4.2. Auto-Oriented Commercial Corridor

Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses, that for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area. Auto-Oriented Commercial Corridors, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are more appropriately located in the Downtown, Commercial Nodes or Main Street Commercial Corridor designations. Policies contained in this Section of the Plan describe the function, permitted uses, location and development form of the designation. One of the key goals of the Plan is to improve the aesthetics of these commercial corridors which are normally located on arterial roads which serve as major entryways into the City. Issues addressed through the Zoning By-law, site plan approval process and urban design guidelines include street edge landscaping, internal access, joint access and multi-use integration and design.

4.4.2.1. Planning Objectives

- i) Promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities.

4.4.2.3. Function

The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development.

The form of development is oriented towards automobiles and vehicular traffic and serves both a local and broader market.

4.4.2.4. Permitted Uses

Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These uses have limited opportunity to locate within Commercial Nodes or Main Street Commercial Corridors by reason of their building form, site area, location, access or exposure requirements; or have associated nuisance impacts that lessen their suitability for a location near residential areas. Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.

4.4.2.5. Location

The Auto-Oriented Commercial Corridor designation will be applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported. The designation shall include lands of suitable depth, size and accessibility to accommodate the permitted uses and shall be on lands separated from existing or planned residential development or other sensitive

land uses by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts. The designation may also be applied in areas which are situated on arterial or primary collector roads adjacent to or on the perimeter of industrial areas. The creation of small isolated Auto-Oriented Commercial Corridor designations shall be discouraged so that service commercial uses are not unnecessarily dispersed throughout the City. A coordinated approach to the development of these areas shall be encouraged. Proposals to amend the Official Plan to allow the creation of new designations or the major extension of existing designations may be required to include a concept plan for the integration of access points, parking areas, landscaping, setbacks, and other buffering measures on the subject lands and on adjacent properties that may be appropriate for service commercial development.

4.4.2.8. Urban Design

Commercial Corridors should be developed and maintained in accordance with the general urban design principles in Chapter 11 and in accordance with the Commercial Urban Design Guidelines, Specific Commercial Corridors may also provide for specific design guidelines.

Urban design within the Commercial Corridors should:

vi) provide convenient, attractive and safe pedestrian and transit access, considering such matters as building location and orientation, pedestrian amenities and site connections to transit.

4.5.2. Planning Impact Analysis

Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public, in accordance with the provisions for Official Plan amendments and/or zoning by-law amendment applications as specified in Section 19.12. of this Plan.

Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change.

Schedule "A" – Land Use

Schedule "C" – Transportation Corridors

Zoning By-law No. Z.-1

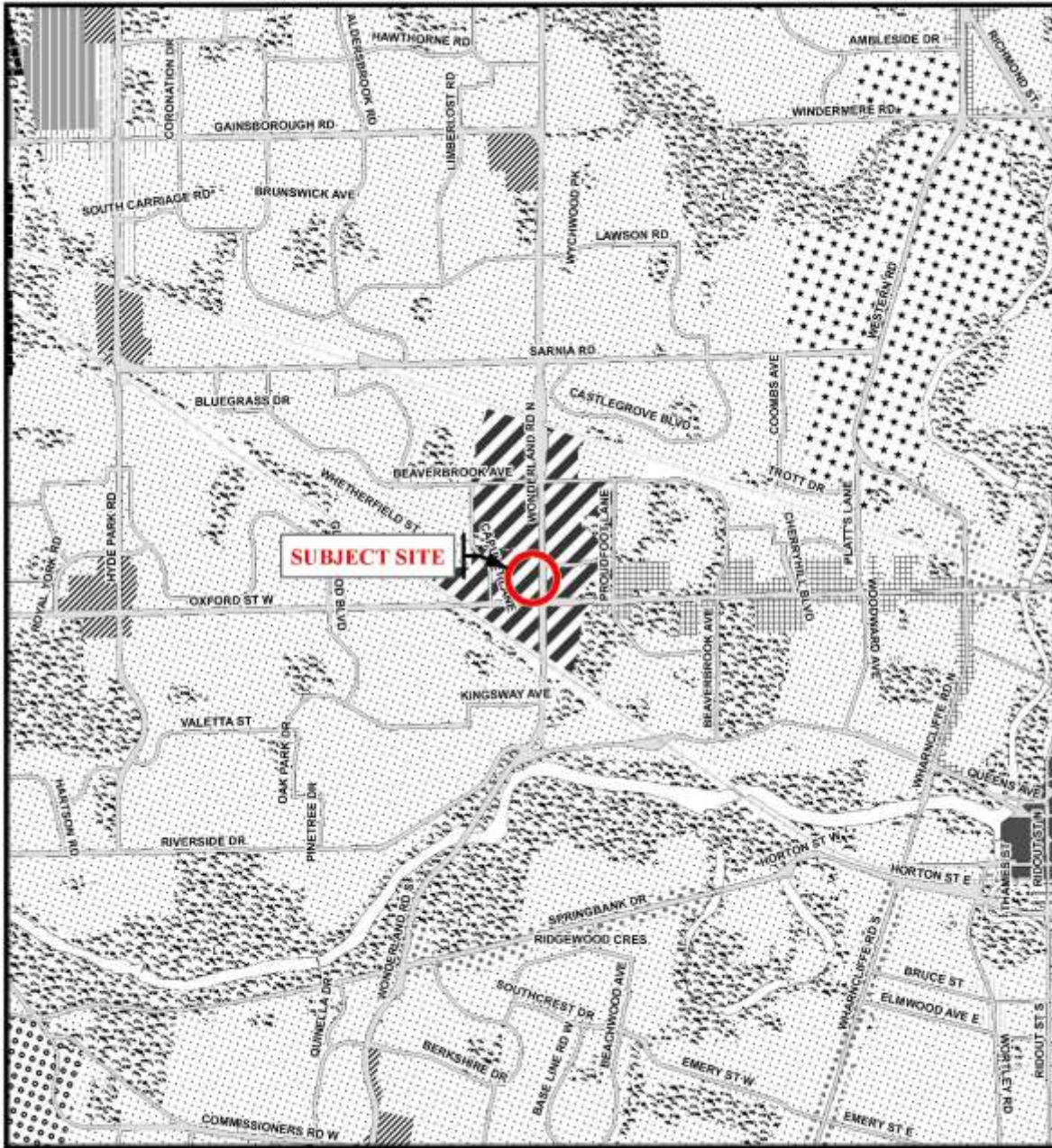
Section 2 – Definitions

"CLINIC" means a building or part thereof, other than a hospital, used by medical doctors, dentists, optometrists, podiatrists, chiropractors and/or drugless practitioners, the practice of health discipline, radiological technicians, registered psychologists and their staff for the purpose of public or private medical, surgical, physiotherapeutic or human health and may include administrative offices, waiting rooms, treatment rooms, laboratories, ophthalmic dispensers, pharmacies, blood donor facilities, specimen collection centres and dispensaries directly associated with the facility, but does not include overnight accommodation or operating rooms and does not include a CLINIC, METHADONE."

"PHARMACY" means a retail store that dispenses prescription drugs and which sells, among other things, non-prescription medicines, health and beauty products, and associated sundry items but does not include a PHARMACY, METHADONE."

Appendix D – Relevant Background

Additional Maps



Legend

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

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

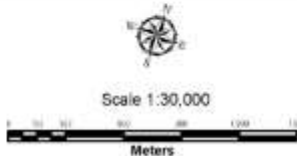
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

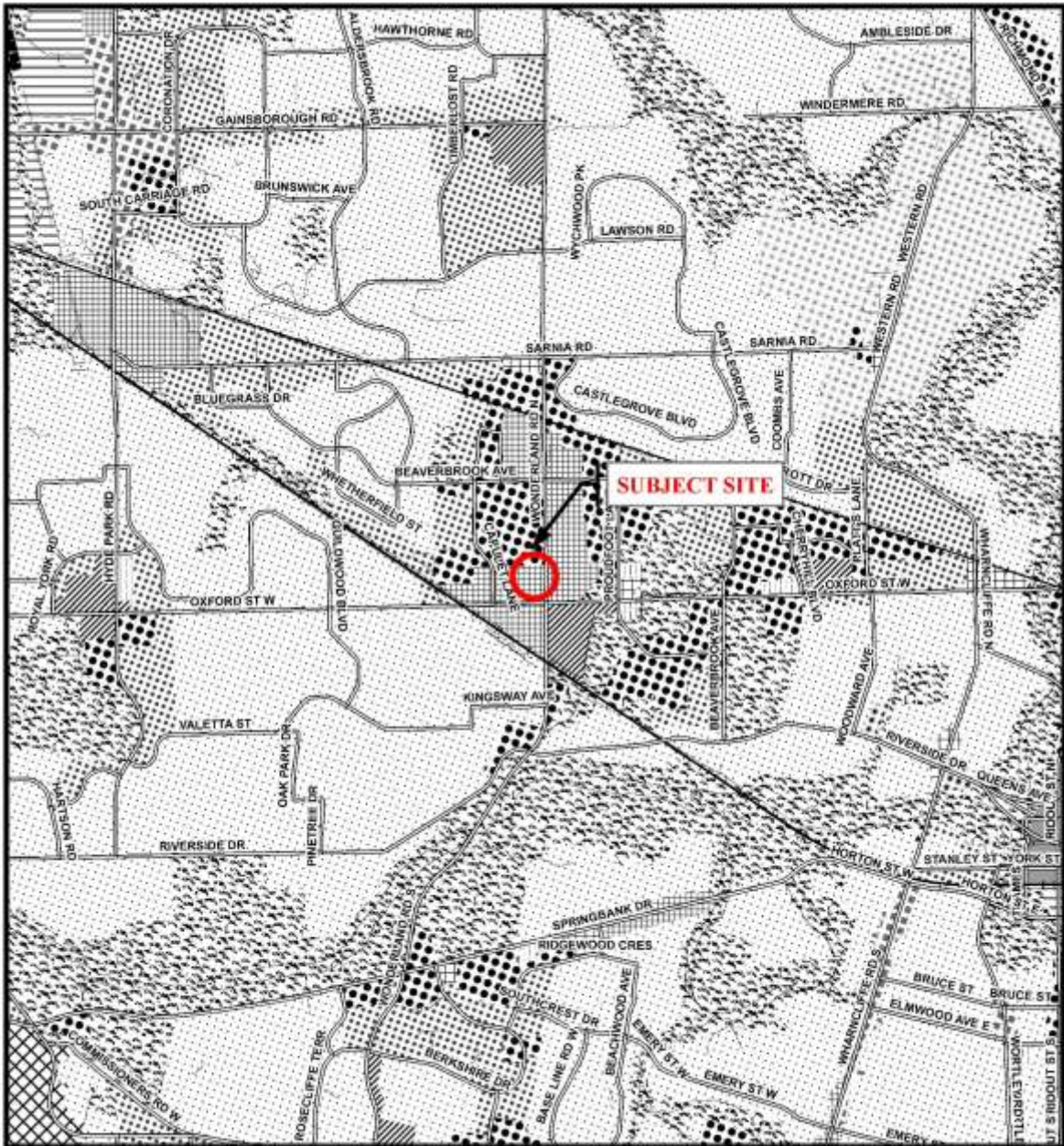
Planning Services /
 Development Services

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

PREPARED BY: Planning Services

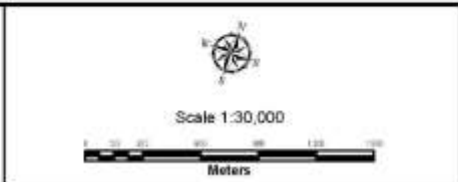


File Number: Z-9241
Planner: DH
Technician: RC
Date: August 14, 2020



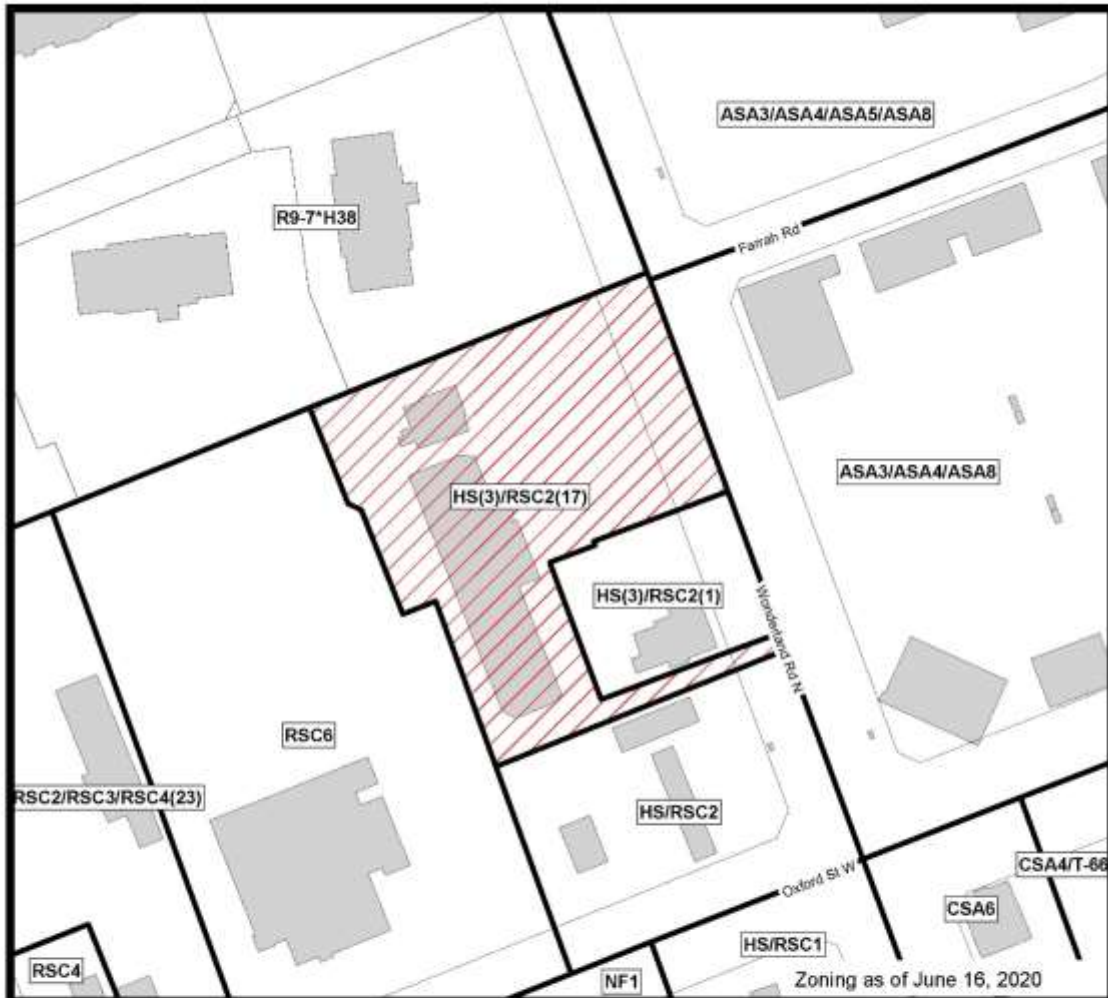
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

CITY OF LONDON
 Department of
Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9241
 PLANNER: DH
 TECHNICIAN: RC
 DATE: 2020/08/14

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.r.mxd



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: HS(3)/RSC2(17)**

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 NBA - 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 | <ul style="list-style-type: none"> 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-9241

DH

MAP PREPARED:

2020/08/14

RC

1:2,000

0 10 20 40 60 80 Meters

Additional Reports

A.011/07 – 666-670 Wonderland Road North, January 29, 2007, granted by the Committee of Adjustment to maintain an existing plaza with 172 parking spaces at a rate of 1 space per 11m².

Z-9093 – 666-670 Wonderland Road North, November 26, 2019, amended *Zoning By-law No. Z.-1* to add a Medical/Dental Office use to the uses permitted under the current zone and to recognize the previously-approved parking rate of 1 space per 11 square metres for all uses on site.

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 PUBLIC PARTICIPATION MEETING – 666-670 Wonderland Road North (Z-9241)

- Councillor Cassidy: Thank you Mr. Hahn. Any technical questions for Mr. Hahn? No. So I will check to see if the applicant is here and if the applicant would like to address the Committee? Just state your name and you will have five minutes.
- Good afternoon members of Planning Committee and members of the staff and public. My name is Casey Kulchycki, I a Planner with Zelinka Priamo Limited representing JFK Holdnigs. We have reviewed the staff report and are in agreement with the recommendation. Just, I will note that some of you may recognize this property as we did a recent ZBA requesting medical/dental offices. There was a bit of a miscommunication between us and our clients on exactly the robustness of the proposed tenant and we discovered that clinic was a better use that was needed which triggered the need for this Zoning By-law Amendment so just, we had to kick the can twice on this one but we are happy to answer any questions.
- Councillor Cassidy: Thank you. I just want to check with the Clerk, if there is a Clerk in Committee Room 4, I wonder if either the microphone or the camera could be moved because when a speaker is. Yeah. To the, yeah. Because we can't see the speaker when, based on the camera placement or something. Great. Thank you so much. Are there are any members of the public who would like to speak to this application? I'll ask one more time. In any of the committee rooms are there any members of the public who would like to speak to the Wonderland Road North application. Seeing none, I will look for a motion to close the public participation meeting.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Gregg Barrett
Director, City Planning and City Planner

Subject: 1525993 Ont. Ltd (Bruce Sworik)
820 Cabell Street

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application by Bruce Sworik relating to the property located at 820 Cabell Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Light Industrial (LI1) Zone **TO** a Light Industrial (LI2) Zone;
- (b) the request to amend Zoning By-law No. Z.-1 to increase the amount of ancillary commercial allowed and/or allow non-ancillary retail commercial space to a maximum of 40% of total Gross Floor Area (GFA) **BE REFUSED** for the following reasons:
 - i) an increase in the amount of ancillary retail space allowed from 25% to 40% is excessive for the existing use;
 - ii) ancillary retail space is only permitted for goods manufactured on the premises; and,
 - iii) non-ancillary retail space is not permitted in industrial areas and needs an Official Plan and Zoning By-law amendment to change to a commercial Official Plan designation/London Plan Place Type and zone.

Executive Summary

Summary of Request

The applicant has requested the zoning by-law amendment to do two things; 1) to recognize and permit the existing cannabis growing facility and 2) to allow more of the building to be leased for ancillary and/or non-ancillary commercial uses. As indicated by the building owner, no exterior changes are proposed at this point, any changes will be within the existing building.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is first, to change the zoning from a Light Industrial (LI1) Zone variation to a Light Industrial (LI2) Zone variation to recognize the existing marijuana growing and processing facility. Second, the purpose and effect of the recommended action is to refuse a requested increase in the gross floor area permitted for ancillary retail sales from 25% to 40%, or a maximum of 100m², to a maximum of approximately 1230m² of total building area and to allow non-ancillary retail uses

Rationale of Recommended Action

Approval of the recommended change from LI1 to LI2 is consistent with the Provincial Policy Statement which encourages retention and re-use of older industrial uses by providing for a broader range of low impact industrial uses in close proximity to an existing residential area. The recommended zone also conforms with the Light Industrial Place Type of the London Plan and the Light Industrial designation in the 1989 Official Plan.

Refusal of the request for more ancillary and non-ancillary retail floor space because an increase in the amount of ancillary retail space allowed from 25% to 40% is excessive for the existing use; ancillary retail space is only permitted for goods manufactured on the premises; and, non-ancillary retail space is not permitted in industrial areas and needs an Official Plan and Zoning By-law amendment to change to a commercial London Plan Place Type/Official Plan designation and zone.

Analysis

1.0 Site at a Glance

1.1 Property Description

The property is occupied by an 1 ½ storey (8 m height), older, brick industrial building (total GFA of 3065 m² (33,000 ft²)) built in circa 1880 (Former George White & Sons-maker of threshing machines). The building is listed on the City of London Register of Cultural Heritage Resources, but is not designated under the *Ontario Heritage Act*. The building covers most of the site (57%) except for small, gravelled parking areas to the west and east which have 25 parking spaces. The building is located right up to the street line with only one door to the street which doesn't appear to be currently used. The front elevation is brick and all former windows have been covered over with cladding. There is another door into the building from the east parking lot.

Photo 1 – Building Frontage on Cabell Street



Photo 2 – Cabell Street looking East, Subject Building on Left



Photo 3 – Door on Cabell Street



Photo 4 – East Parking Lot for 820 Cabell Street



The property was acquired by current owner in 1985. Prior to that it had been leased since 1978.

Cabell Street is a Neighbourhood Street in the London Plan.

1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Light Industrial
- 1989 Official Plan designation – Light Industrial
- Existing Zoning – Light Industrial (LI1) Zone

1.3 Site Characteristics

- Current Land Use – Cannabis growing facility licensed through Health Canada (existed since 1980), approximately 929 m² (10,000 ft²) in size. There are other uses in the building including storage, a repair business and a slot racing club.
- Frontage – 91.44 metres
- Depth – 40.84 metres
- Area – 3734 m² or .37 hectares (.91 acres)
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Vacant industrial land and Canadian National (CN) railway yard
- East – Recycling business, heating and cooling company and auto repair
- South – Storage business and London Hydro utility building, small scale industrial uses-mostly auto repair
- West – Various auto body and auto repair businesses.

There are also listed heritage properties of interest at 825 Cabell Street (1921-Art Deco/London Hydro), 20 Kitchener Ave (London Concrete Machinery) and 720 Cabell Street (George White and Sons-Central Heating and Cooling).

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The applicant has requested the zoning by-law amendment to do two things; 1) to recognize and permit the existing cannabis growing facility and 2) to allow more of the building to be leased to ancillary and/or non-ancillary commercial uses. As indicated by the building owner, no exterior changes are proposed at this point; any changes will be within the existing building.

3.0 Relevant Background

3.1 Planning History

There have been no previous zoning by-law amendment or minor variance applications on this property.

3.2 Requested Amendment

The applicant has requested a zoning by-law amendment from a Light Industrial (LI1) Zone to a Light Industrial Special Provision (LI2 ()) Zone to recognize and permit the existing cannabis growing facility and allow any vacant space to be leased for more ancillary commercial uses and for non-ancillary commercial uses.

The current Light Industrial (LI1) Zone variation permits seventeen (17) light industrial uses including; bakeries; business service establishments; laboratories; manufacturing and assembly industries; support offices; paper and allied products industries; pharmaceutical and medical products industries; printing, reproduction and data processing industries; research and development industries; warehouse establishments; wholesale establishments; custom workshops; brewing on premises establishments; service trades; existing self-storage establishments; artisan workshops and craft breweries.

A change to a Light Industrial (LI2) Zone variation would add six (6) additional uses including; food, tobacco and beverage processing industries excluding meat packaging; dry cleaning and laundry plants; leather and fur processing excluding tanning; repair and rental establishments; service and repair establishments and textile processing industries. The existing cannabis growing facility would be allowed under the definition of food, tobacco and beverage processing industry.

Section 40.3 2) (Retail Sales as an Ancillary Use) of Zoning By-law Z-1 allows retail sales as an ancillary use for goods manufactured on site for manufacturing and assembly; food, tobacco and beverage processing; printing, reproduction and data processing and processed goods industries but;

The ancillary use must;

- be in the main building or unit;
- be a maximum of 25% of total building gross floor area (GFA) or 100 m² (1100 ft²); whichever is lesser, and with no more than 30 m² (323 ft²) devoted to sale of goods not manufactured on site;
- provide parking at the retail rate (1 space per 25m² or 15m², depending on location); and,
- for ancillary retail uses, be located at the front of the building.

3.3 Community Engagement (see more detail in Appendix B)

Individual public notice was provided on May 11, 2020 to all property owners within 120 metres of the property boundary and Londoner notice was provided May 21, 2020. A sign was posted on the property in May 2020 and a City website page was created for this application.

In response we received one phone call objecting to the application. No specific reason was provided but indicated they would provide something further at a later date.

3.4 Policy Context (see more detail in Appendix C)

The following Provincial and City policies are relevant to this application.

PROVINCIAL POLICY STATEMENT 2020

The application to change the zoning from LI1 to LI2 is consistent with the 2020 Provincial Policy Statement because it broadens the range of permitted industrial uses in an effort to reuse existing industrial buildings and conserve existing industrial areas.

The request to allow more commercial uses on this site does not conform to the 2020 PPS because it doesn't protect existing industrial uses by allowing other non-industrial uses. In addition, the introduction of commercial uses into this industrial site may introduce additional traffic which could impact the existing residential neighbourhood to the south and reduce compatibility.

Sections 1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns), 1.2.6 (Land Use Compatibility), 1.3 (Employment), 1.7. (Long Term Economic Prosperity) and 2.6 (Cultural Heritage) of the Provincial Policy Statement are all relevant to this application.

Some of the key directions from the Policy Statement include;

- Creating efficient, sustainable land use patterns;
- Reusing existing infrastructure and buildings;
- Facilitating economic growth;
- Conserving industrial land;
- Maintaining long term viability of industrial land;
- Preservation of employment areas; and,
- Conserving cultural heritage sites.

LONDON PLAN

The request to change the zoning from LI1 to LI2 conforms to the London Plan policies because it expands the range of uses permitted to encourage more infill and intensification and increases the economic viability of this older industrial area.

The request for more ancillary retail space and/or non-ancillary commercial space is inconsistent with the Light Industrial London Plan Place Type and zoning by-law regulations which limit the amount of non-industrial uses in industrial areas to protect industrial areas.

The London Plan contains policies which provide for, and support, the following;

- an adequate supply of industrial lands for all sizes of industrial uses;
- infill and intensification in existing industrial areas and provide for the reuse of existing buildings for new industrial uses such as innovation “parks”;
- the remediation of brownfields;
- heritage preservation; and,
- the use of Community Improvement Plans to improve older industrial areas.

1989 OFFICIAL PLAN

The Plan policies are similar to those in the London Plan.

The request to change the zoning from LI1 to LI2 conforms to the Light Industrial 1989 Official Plan policies because it expands the range of uses permitted to encourage more infill and intensification and increases the economic viability of this older industrial area.

The request for more ancillary retail space and/or non-ancillary commercial space is inconsistent with the Light Industrial 1989 Official Plan and zoning by-law regulations which limit the amount of non-industrial uses in industrial areas to protect industrial areas.

HAMILTON ROAD COMMUNITY IMPROVEMENT PLAN

The Hamilton Road Community Improvement Plan generally provides for community improvement for above- (eg. sidewalks and roads) and below-ground infrastructure (eg. services) and provides for incentives for building and business rehabilitation in these older industrial areas. Specifically, there are no references currently to this property or the general area in the Plan. The continued use of the property is consistent with the Community Improvement Plan, and the application does include consideration of any amendment does not include any of the identified programs.

3.5 Additional Background

As part of the application submission process the applicant completed a **Ministry of the Environment and Energy D6 Analysis** which concluded;

Class I Industrial Facility

A place of business for a small scale, self-contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

The existing property meets these criteria.

Existing and committed industrial land use (4.2.3)

When there are existing and committed industrial uses, the Ministry recommends that the category designation of "Class I", "Class II" or "Class III". This property is "Class I".

The existing use is currently within the building and there are no proposals to expand the building. The existing uses have no exterior presence and should create no additional impacts. The uses comply with the D6 guidelines.

Recommended minimum separation distances (4.3)

*Class I—20 metres minimum separation distance
Property meets this criterion for separation distances.*

D-6-1 Industrial Categorization Criteria

The subject property meets these criteria:

- Sounds/noise are not audible off property
- Dust/Odour are negligible, infrequent and not intense.
- There is no ground borne vibration on plant property
- There is no outside storage.
- The small-scale plant in relation to all other criteria for this class.
- It is a self-contained building which produces/stores a packaged product. Low probability of fugitive emissions
- Daytime operations only; and,
- Infrequent movement of products or heavy trucks.

4.0 Key Issues and Considerations

4.1 Is the Light Industrial (LI2) Zone variation appropriate?

Yes, a change from a Light Industrial (LI1) Zone variation to Light Industrial (LI2) Zone variation is appropriate because it provides for a broader range of low impact light industrial uses in close proximity to an existing residential area and recognizes an existing use, permitted by LI2, which has been at this location for over two years. The current zoning allows a number of uses but this amendment adds additional, similar uses.

The change is supported by policies in the 2020 Policy Statement (for complete policies see Appendix C 1)) related to efficient land use and development patterns (Section 1.1.1), conserving industrial land (Section 1.1.2), land use compatibility (Section 1.2.6), preservation of employment lands (Section 1.3) and reuse of existing land for long term economic prosperity (Section 1.7). The addition of uses supports all of these policies by providing more options for the use of the property.

In addition, the landowner has indicated he intends to retain the existing structure, at the present time, which meets Section 2.0 (specifically 2.6) relating to wise use and management of cultural heritage resources.

The zoning by-law amendment also meets relevant London Plan policies (for complete policies see Appendix C 2)) relating to planning for a prosperous City (Policy 55), building a mixed use compact city (Policy 59), encouraging intensification and urban regeneration (Policies 85 and 153), protection of employment lands (Policy 137), providing for community improvement plans (Policies 164, 165 and 1723), conservation of heritage resources (Policies 557 and 568) and the Light Industrial policies (Policies 1110, 115, 1116, 1124 and 1125). The 1989 Official Plan policies address similar rationale.

In conclusion, both the Provincial and City policies support the zoning amendment from LI1 to LI2.

4.2 Is an increase to the amount of ancillary retail space and/or to allow non-ancillary retail space appropriate?

No, the request is not supported by both the Provincial and City policies. It is not supported by Provincial Policy Statement policies related to conserving industrial land (Policy 1.1.2), land use compatibility and long term viability of existing industrial areas (Policy 1.2.6) and preservation of existing industrial areas (Policy 1.3).

Similarly it does not conform to London Plan and 1989 Official Plan policies related to protection of employment lands (Policy 137) and the Light Industrial Place Type policies (Policies 1110, 1115, 1116, 1124 and 1125).

In the past, the City has undertaken a number of reviews in response to requests for non-industrial uses in industrial areas. The most recent review occurred in 2013-2014 (OZ-8219/City of London-City-wide) and resulted in an Official Plan Amendment (No. 578) and zoning by-law amendments to remove, restrict the location and restrict size of non-industrial uses in industrial areas. Reports were presented to Planning and Environment Committee (PEC) on December 10, 2013 and March 10, 2014 and provided the following rationale for the amendments;

“Industrial land is comparatively inexpensive relative to other land available in the City of London. Keeping a supply of affordable industrial land available is important to attracting industry to London, and the maintenance of a supply of lower priced land designated for industrial land uses is important to the future of the city. Inexpensive land is also attractive to non-industrial uses looking to locate in the city. This also often results in the additional issue of driving up costs on the remaining industrial land while also making industrial areas less efficient to operate as a result of the infiltration of non-industrial users in industrial areas.

Non-industrial uses often pay higher lease rates than industrial uses do. This hinders the areas’ long term function for industrial uses because once a “commercial value” is assigned to the property its price rises which can price it out of industrial use. Industrial locations are not good locations for these non-industrial uses. Industrial uses produce nuisance impacts (sound, vibration, pollution, etc.) which would have impacts on non-industrial uses. ...The purpose of zoning is to regulate the use of land so that negative land use impacts are minimized. This would suggest the need to separate sensitive uses from necessary land uses which produce nuisance impacts.

Non-industrial uses not only make industrial areas less efficient by their presence but in some instances make industrial uses unviable entirely. In all cases industrial areas see decreased utility when they are broken up by sensitive non-industrial uses. (Planning and Environment Committee Report-December 10, 2013, pp 4-5)

Specifically with regard to retail uses in industrial areas, retail uses typically produce a source of external traffic through industrial areas. Current zoning regulations allow retail as an ancillary use where the retail portion sells goods made on site and the retail portion does not exceed a given fraction (25%) or maximum limit of 100 m², whichever is lesser, of the building and does not exceed 30m² should the goods sold be manufactured off-site. By restricting the size and location of ancillary retail potential traffic impacts on industrial uses are minimized. In addition, the subject property is located on a Neighbourhood Street and is not ideal for commercial uses which are more appropriate on a higher order street.

Furthermore the regulation requires developments with a retail portion to provide parking for the retail portion in accordance with the retail parking provisions set out in the by-law to reduce on street retail parking. These regulations allows for local businesses to diversify their sales approach and supply the community.

The amendments were adopted by Council on April 1, 2014 to protect industrial lands as employment lands, provide for uses which support industrial areas not interfere with their operation and prevent the loss of existing industrial lands.

In conclusion, the request for more ancillary retail space and non-ancillary retail space is not appropriate. Any future requests for non-ancillary commercial space will require an Official Plan and Zoning By-law amendment and will be considered on the application merits.

5.0 Conclusion

It is recommended that City Council **Approve** the requested amendment from LI1 to LI2, as it is consistent with the Provincial Policy Statement which encourages retention and re-use of older industrial uses by providing for a broader range of low impact uses in close proximity to an existing residential area.

It is recommended that City Council **Refuse** the requested amendment to permit additional ancillary and non-ancillary retail floor space, as an increase in the amount of ancillary retail space allowed from 25% to 40% is excessive for the existing use; ancillary retail space is only permitted for goods manufactured on the premises; and, non-ancillary retail space is not permitted in industrial areas and needs amendments to the London Plan, 1989 Official Plan, and Zoning By-law to permit commercial uses.

Prepared by:	W.J. Charles Parker, MA Senior Planner, Planning Policy
Submitted by:	Justin Adema, MCIP, RPP Manager, Planning Policy
Recommended by:	Gregg Barrett, AICP Director, City Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

September 11, 2020
MT/mt

Y:\Shared\Planning APPLICATIONS\Applications\9196Z-820 Cabell St (CP)\Z-9196-PEC-Report-2020-09-21-Final.docx

Appendix A

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 820
Cabell Street.

WHEREAS Bruce Sworik (1625993 Ont. Ltd.) has applied to rezone an area of land located at 820 Cabell Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 820 Cabell Street, as shown on the attached map comprising part of Key Map No. A108, from a Light Industrial (LI1) Zone to a Light Industrial (LI2) Zone.

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

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

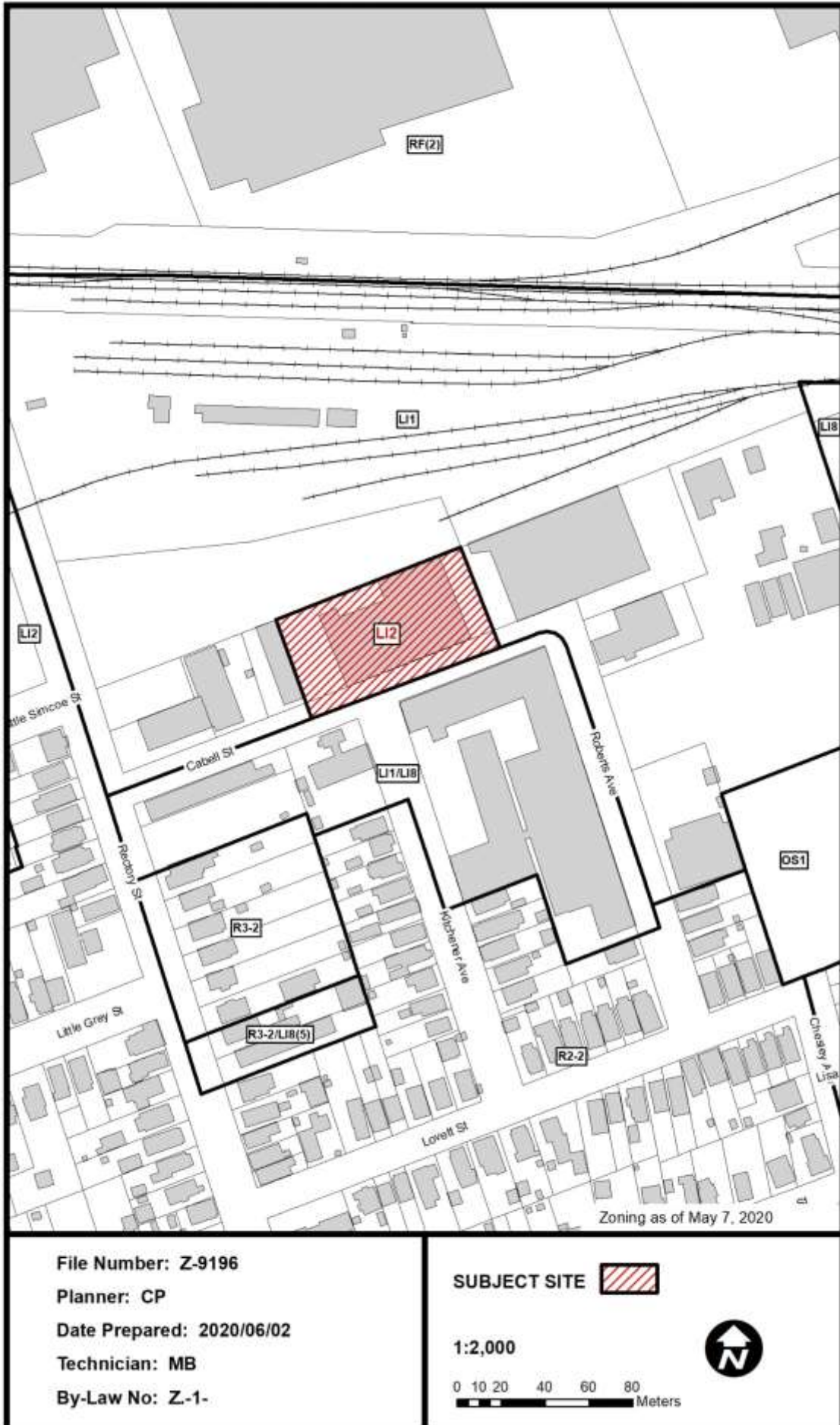
PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



File Number: Z-9196
Planner: CP
Date Prepared: 2020/06/02
Technician: MB
By-Law No: Z-1-

SUBJECT SITE 
1:2,000
0 10 20 40 60 80 Meters



Overlaid

Appendix B – Public Engagement

Community Engagement

Public liaison: On May 11, 2020, Notice of Application was sent to 38 property owners within 120 metres in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 21, 2020. A “Planning Application” sign was also posted on the site and a webpage for the application was created on the City website at www.london.ca.

One reply was received

Nature of Liaison: 820 Cabell Street – The purpose and effect of the proposed Zoning By-law amendment is to change the zoning from a Light Industrial (LI1) Zone to a Light Industrial Special Provision (LI2 ()) Zone to recognize the existing marijuana growing and processing facility and allow an increase in the gross floor area permitted for ancillary retail sales to increase from 25% to 40%, or a maximum of 100m², to a maximum of approximately 1230m² of total building area.

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

One telephone call from the wife of a neighbouring business owner who objected on behalf of her husband but didn’t provide any reasons.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Alia Omar 818 Cabell Street	

Agency/Departmental Comments

Engineering has no comments related to the re-zoning application considering the minor nature of the requested change. For a future development application, we have provided the following comments/concerns;

1. If the number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
2. Are agreements in place with adjacent land owners for access and parking?

London Hydro comments;

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

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

The Upper Thames River Conservation Authority (UTRCA) comments;

DRINKING WATER SOURCE PROTECTION: Clean Water Act

*The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>*

RECOMMENDATION

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required. The UTRCA has no objections to this application.

No comments and concerns from Parks Planning and Design.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

1) PROVINCIAL POLICY STATEMENT 2020 (In effect May 1, 2020)

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range of ..., employment (including industrial and commercial) to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

1.1.2 *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 up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.*

1.1.3 **Settlement Areas**

Settlement areas are urban areas and rural settlement areas, and include 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.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- 1.1.3.7 *Planning authorities should establish and implement phasing policies to ensure:*
- a) *that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
 - b) *the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

1.2.6 Land Use Compatibility

- 1.2.6.1 *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.*
- 1.2.6.2 *Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:*
- a) *there is an identified need for the proposed use;*
 - b) *alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
 - c) *adverse effects to the proposed sensitive land use are minimized and mitigated; and*
 - d) *potential impacts to industrial, manufacturing or other uses are minimized and mitigated.*

1.3 Employment

- 1.3.1 *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) *facilitating the conditions for economic investment by 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 compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

1.3.2 Employment Areas

1.3.2.1 *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.*

1.3.2.2 *At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.*

Employment areas planned for industrial and manufacturing uses shall provide for separation or mitigation from sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

1.3.2.3 *Within employment areas planned for industrial or manufacturing uses, planning authorities shall prohibit residential uses and prohibit or limit other sensitive land uses that are not ancillary to the primary employment uses in order to maintain land use compatibility.*

Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

1.3.2.4 *Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.*

1.3.2.5 *Notwithstanding policy 1.3.2.4, and until the official plan review or update in policy 1.3.2.4 is undertaken and completed, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with affected upper and single-tier municipalities and subject to the following:*

- a) *there is an identified need for the conversion and the land is not required for employment purposes over the long term;*
- b) *the proposed uses would not adversely affect the overall viability of the employment area; and*
- c) *existing or planned infrastructure and public service facilities are available to accommodate the proposed uses.*

1.7 Long-Term Economic Prosperity

1.7.1 *Long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic development and community investment-readiness;*
- e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help*

- define character, including built heritage resources and cultural heritage landscapes;*
- f) *promoting the redevelopment of brownfield sites;*

2.6 Cultural Heritage and Archaeology

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

2) LONDON PLAN (Council approved June 23, 2016, Ministry approved December 28, 2016)

The relevant policies in the London Plan include;

Policy 55_ Our Strategy-Direction #1- Plan strategically for a prosperous city

9. *Identify and strategically support existing and emerging industrial sectors.*
10. *Ensure an adequate supply of employment lands.*

Policy 59_ Our Strategy- Direction #5 - Build a mixed-use compact City

4. *Plan 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.*

Policy 85_ Our City – City Structure/Intensification

In addition to residential intensification, non-residential forms of development that represent a greater intensity of use will also be encouraged, where appropriate, within mixed use, commercial, industrial, and institutional areas subject to the policies of this Plan.

Policy 137_ Our City – City Structure/Employment Lands

Adequate land is included within the Urban Growth Boundary to ensure there is an ample supply of strategically-sized and located sites for attracting industrial businesses of various kinds.

Policy 153_ Our City – City Structure/Urban Regeneration

Urban regeneration is about supporting sensitive growth and change within our urban areas so that they are sustainable and prosperous over the long term.

7. *Support the remediation of brownfield sites to create new opportunities for the useful redevelopment of these lands within urban neighbourhoods.*

10. *Reduce long-standing land-use conflicts in urban neighbourhoods.*

Policy 164/165_ Our City – City Structure/Community Improvement Plans

Subject to the Community Improvement Plan policies in the Our Tools part of this Plan, City Council may designate, by by-law, community improvement project areas anywhere within the municipal boundary. Existing Community Improvement Project Areas are shown on Map 8 - Community Improvement Project Areas. New Community Improvement Project Areas identified by City Council will be added by an amendment to Map 8 of this Plan. A community improvement plan may be used to provide Council with

a set of tools that could include grants, loans, or other incentives that are intended to support community economic development, or to address social or environmental conditions that the City has identified as important to improve.

165_ Community improvement plans may also be used to encourage heritage conservation, the provision of affordable housing or the redevelopment of old industrial and brownfield sites.

Policy 543_ City Building – Culturally Rich and Diverse City/Adaptive Reuse

Encourage adaptive re-use of older industrial buildings to create spaces for new uses that support the development of the knowledge economy and labour force attraction.

Policy 557_ City Building – Culturally Rich and Diverse City/Register of Cultural Heritage Resources

In accordance with the Ontario Heritage Act, City Council, in consultation with the London Advisory Committee on Heritage (LACH), will prepare and maintain a Register listing properties of cultural heritage value or interest. The Register may also be known as The City of London Inventory of Heritage Resources. In addition to identifying properties designated under the Ontario Heritage Act, the Register may include properties that are not designated but that Council believes to be of cultural heritage value or interest.

Policy 568_ City Building – Culturally Rich and Diverse City/ Conservation

Conservation of whole buildings on properties identified on the Register is encouraged and the retention of façades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

Policy 1107_ Industrial Place Type/General

*Industrial Place Types represent a critical part of our City Structure – where one-third of Londoners work and where many of the goods and services we produce as a city are designed, manufactured, processed, assembled and then transported to the world. These lands have been strategically located where there is a strong demand for them and where they are well connected to the region and the world – locations that have easy access to rail, the airport, major highways, and the existing industrial sectors that have evolved over time. **Many of the industrial lands in the core of our city that formed 50 to 100 years ago are losing their attraction, and some are now transitioning to new uses that create both employment and opportunity for new urban neighbourhoods.***

Policy 1110_ Place Type – Light Industrial/General

The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. It is appropriate to separate these uses from heavier industrial users, to avoid land use conflicts and to allow for positive industrial environments. It may also be necessary to separate some uses within the Light Industrial Place Type from sensitive land uses on adjacent lands.

Policy 1115_ Place Type – Light Industrial/Permitted Uses

The following uses may be permitted in the Light Industrial Place Type:

- 1. A broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates and vibration, may be permitted.*
- 2. Industrial uses with large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area, specific policies at the end of this chapter, or any applicable guideline documents.*
- 3. Warehouses may be permitted.*
- 4. Small-scale service office uses may be permitted.*
- 5. Accessory office uses of any scale will be permitted.*
- 6. General offices will not be permitted.*
- 7. Uses that are not compatible with light industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this place type.*
- 8. Service trades and contractors shops may be permitted.*
- 9. The Province's D-series Guidelines will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.*
- 10. The following uses may be permitted only in appropriate locations, subject to a zoning by-law amendment application and full planning analysis:*
 - a. Automotive body shops, provided that their location and operation will not detract from the industrial operations of the surrounding area.*
 - b. Automobile service stations or gas bars if they are located on a Civic Boulevard.*
 - c. To provide convenient services to those who work in the Light Industrial Place Type, small-scale retail and service commercial uses that will not detract from the industrial operations of the surrounding lands may be permitted, up to 1,000m². Uses within these categories that generate high automobile traffic will not be permitted.*
 - d. Recycling and composting facilities in conformity with the Diversion - Reducing, Reusing, Recycling, Composting and Recovery policies in the Civic Infrastructure chapter and the Specific Policies for Composting and Recycling Facilities section in this chapter.*
- 11. An accessory retail use may be allowed in connection with a permitted industrial use provided the retail component is clearly ancillary to the industrial use of the property, is directly related with the products being made or assembled on site, is smaller in floor area than the industrial uses to which it is ancillary, is carried on within the main building of the industrial use, and does not generate traffic or parking that may have an adverse impact on adjacent properties.*
- 12. The full range of uses described above will not necessarily be permitted on all sites within the Light Industrial Place Type.*

Policy 1116_ Place Type- Light Industrial/Innovation Parks

Within the Light Industrial Place Type, zoning regulations may be utilized to establish an appropriate context for Innovation Parks. In addition to the permitted use policies identified above for the Light Industrial Place Type, the following policies shall apply and prevail over the Light Industrial policies in the event of a conflict:

- 1. Innovation Parks may allow for the clustering of research, development and commercialization uses such as research centres, laboratories, industrial-related centres of excellence, testing facilities, light assembly and light manufacturing uses, training facilities and related support uses.*

2. *Medium-scale office uses of up to 5,000m² that are in association with these facilities may also be permitted provided they are not general offices, and where it can be shown that they are directly related to the research and development park activity and that their location outside of the Downtown will not have a negative impact on the health of the Downtown office market. Limits may be placed on the aggregate floor area of office uses within a research and development park.*

Policy 1124- Place Types- Intensity Policies for All Industrial Place Types

The following intensity policies apply within all Industrial Place Types;

1. *Industrial uses will be encouraged to utilize land efficiently. High building coverage ratios and high employment densities will be sought wherever possible.*
2. *The intensity of industrial uses may be moderated by zoning regulations, where appropriate, to limit the extent of their noise, vibration, dust and odour emissions.*
4. *Accessory office uses will not be limited in size provided they meet the definition of accessory office.*
5. *Service offices will be no larger than 2000m².*
6. *The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.*
7. *The full extent of intensity described above will not necessarily be permitted on all sites within the applicable Industrial Place Type.*

Policy 1125_ Place Types- Form Policies for All Industrial Place Types

The following form policies apply to all Industrial Place Types:

1. *City Council may prepare urban design guidelines to establish design goals and direction for new industrial development.*
5. *Large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors.*
6. *Loading facilities will be located in areas that minimize visual impact to other industrial uses and the street.*
7. *Sites will be large enough to accommodate on-site truck movements for loading, unless it is deemed appropriate to utilize streets where there are no viable alternatives.*
8. *Office components of industrial buildings should be strategically located to take advantage of important views from entrances to industrial parks or from adjacent streets.*
10. *Subdivision, site and building layout will be designed to be transit-supportive where appropriate.*
11. *Guideline documents may be prepared for all industrial areas or for specific industrial parks.*

Policy 1723 – Our Tools - Community Improvement Plans

3. *Commercial, residential, industrial and mixed-use areas with poor physical condition and/or poor visual quality of the built environment, including but not limited to building façades, building condition, streetscapes, public amenity areas and urban design.*

3) 1989 OFFICIAL PLAN (Council adopted June 19, 1989)

The 1989 Official Plan policies are similar to the London Plan policies. The following are the relevant policies from the Plan;

7.3.1. Main permitted uses in the Light Industrial category include: industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair activities; are located within enclosed buildings; require only a limited amount of outdoor storage; and are unlikely to cause adverse effects with respect to air, odour or water pollution, or excessive noise levels. Other types of permitted uses include research and communication facilities; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; service trades; and contractor's shops that do not involve open storage; and, residential and other source recycling facilities subject to the provisions of Section 17.5. Office uses and retail outlets subject to policy 7.5.3. which are ancillary to any of the above uses are also allowed. Zoning on individual sites may not allow for the full range of permitted uses.

7.3.3. Operation Criteria for Permitted uses in the Light Industrial designation shall include those uses which are likely to have a minimal adverse effect on surrounding uses in terms of noise, smoke, odour or visual appearance, and which can be located in relatively close proximity to other land uses and entryways into the City.

Compliance with City and Provincial Guidelines

- i) *Permitted uses shall comply with Ministry of the Environment guidelines and standards regarding the emission of noise, vibration, and air contaminants such as dust, smoke, fumes and odours; water quality, including the quality of waste water discharge and run-off; waste control and disposal; and additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law. Nuisance Factor Reduction*
- ii) *Where it is demonstrated that any nuisance factors related to a proposed industry not permitted by the Zoning By-law can be reduced to acceptable levels for the Light Industrial designation and the applicable zone, the industrial use may be permitted through an amendment to the Zoning By-law.*

7.3.5. Area and Site Design Criteria

The development of Light Industrial areas will be subject to the following area and site design considerations:

- i) *Buffering - The Zoning and Site Plan Control By-laws may specify higher standards or setbacks, the location of parking and loading areas, signage, and screening of outside storage areas along major entryways to the City and adjacent to residential areas.*
- ii) *Traffic - Industrial traffic should be directed away from, and not through, residential areas.*
- iii) *Compatibility- Separation, buffering, and landscaping may be required to provide visual compatibility among adjacent land uses.*

7.8.1. **PLANNING IMPACT ANALYSIS**

Planning Impact Analysis will be used to evaluate applications for an Official Plan amendment and/or zone change, to determine the appropriateness of a proposed change in land use and to identify ways of reducing any adverse impacts on surrounding uses. Planning Impact Analysis is intended to document the majority of criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may be considered.

7.8.2. *Scope of Planning Impact Analysis*

Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public in accordance with the provisions for Official Plan amendments and/or zone change applications as described in Section 19.12. of this Plan. Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change.

i) Where an Official Plan amendment and/or zone change application is for a general change in land use and does not relate to a specific development proposal, or where site specific information on the future development of the site is not required, all or some of the following criteria may be considered:

- (a) compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses;*
- (b) the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to provide adequate services for industrial development;*
- (c) the supply of vacant land in the area which is already designated and/or zoned for the proposed use;*
- (d) the location of any proposal for industrial development where there is good access to arterial roads and/or rail lines;*
- (e) impacts of the proposed change on the transportation system, including transit;*
- (f) For non-industrial uses within industrial designations the potential of the proposed uses to deter future industrial development; and,*
- (g) Secondary uses which may be considered as sensitive land uses are not to be located within 300m of an area designated General Industrial and are located on either a primary collector or arterial road.*

4) HAMILTON ROAD AREA COMMUNITY IMPROVEMENT PLAN (Council adopted March 27, 2018)

There are no specific references to the Rectory Street/Cabell Street Area but the Plan includes general references to older industrial areas;

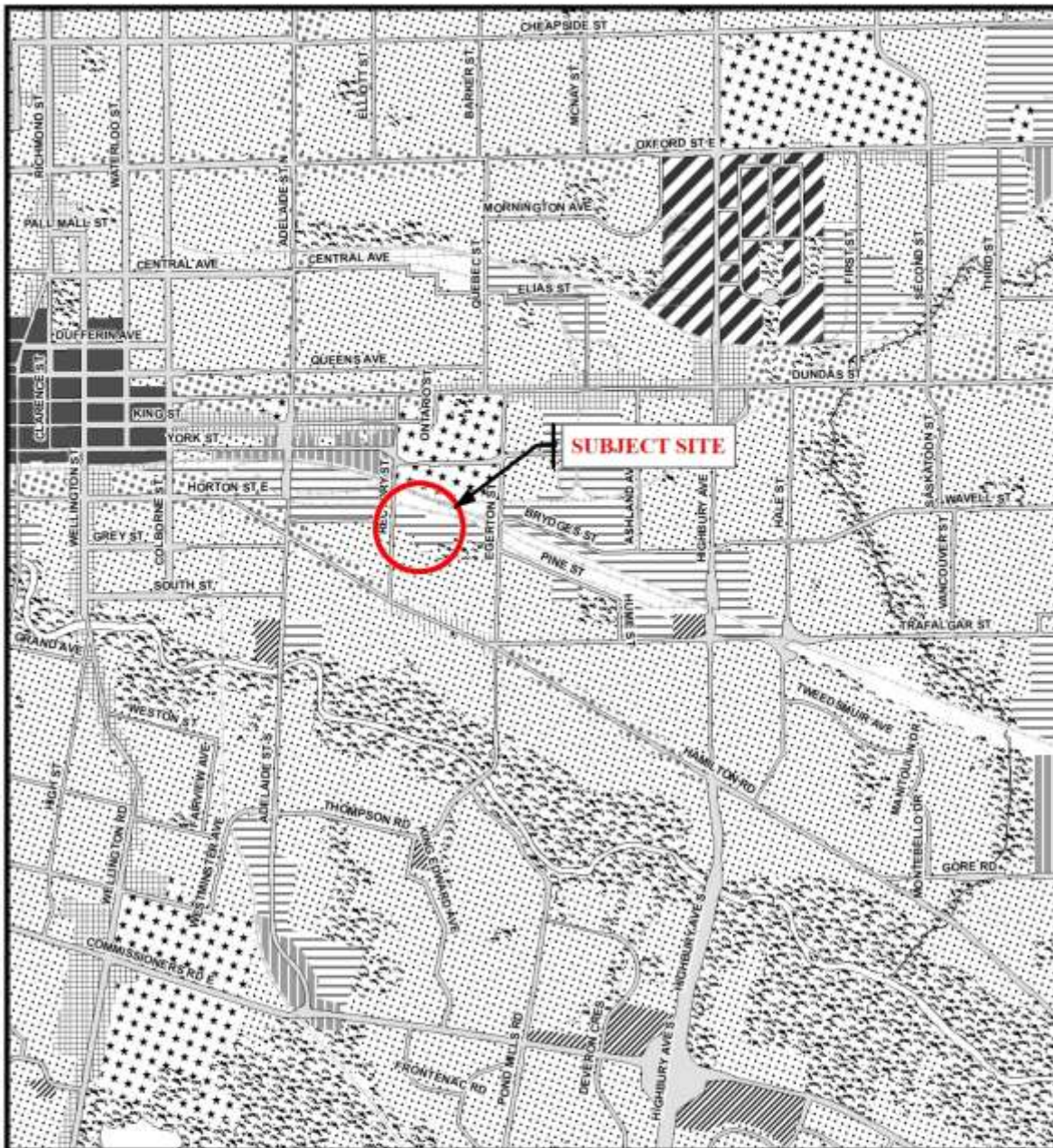
The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. The industrial areas are included in the Hamilton Road Area Neighbourhood Sub-Area p. 16

Zoning related to parking requirements, setbacks, and expanded the range of permitted uses needs to be updated to better support revitalization and improvement efforts. P 24

Strong Business Environment: 3.1 Implement greater mixed use zoning, an expanded range of permitted uses . p. 45

Appendix D – Relevant Background

LONDON PLAN MAP



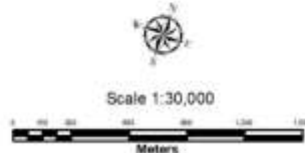
Legend

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

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

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

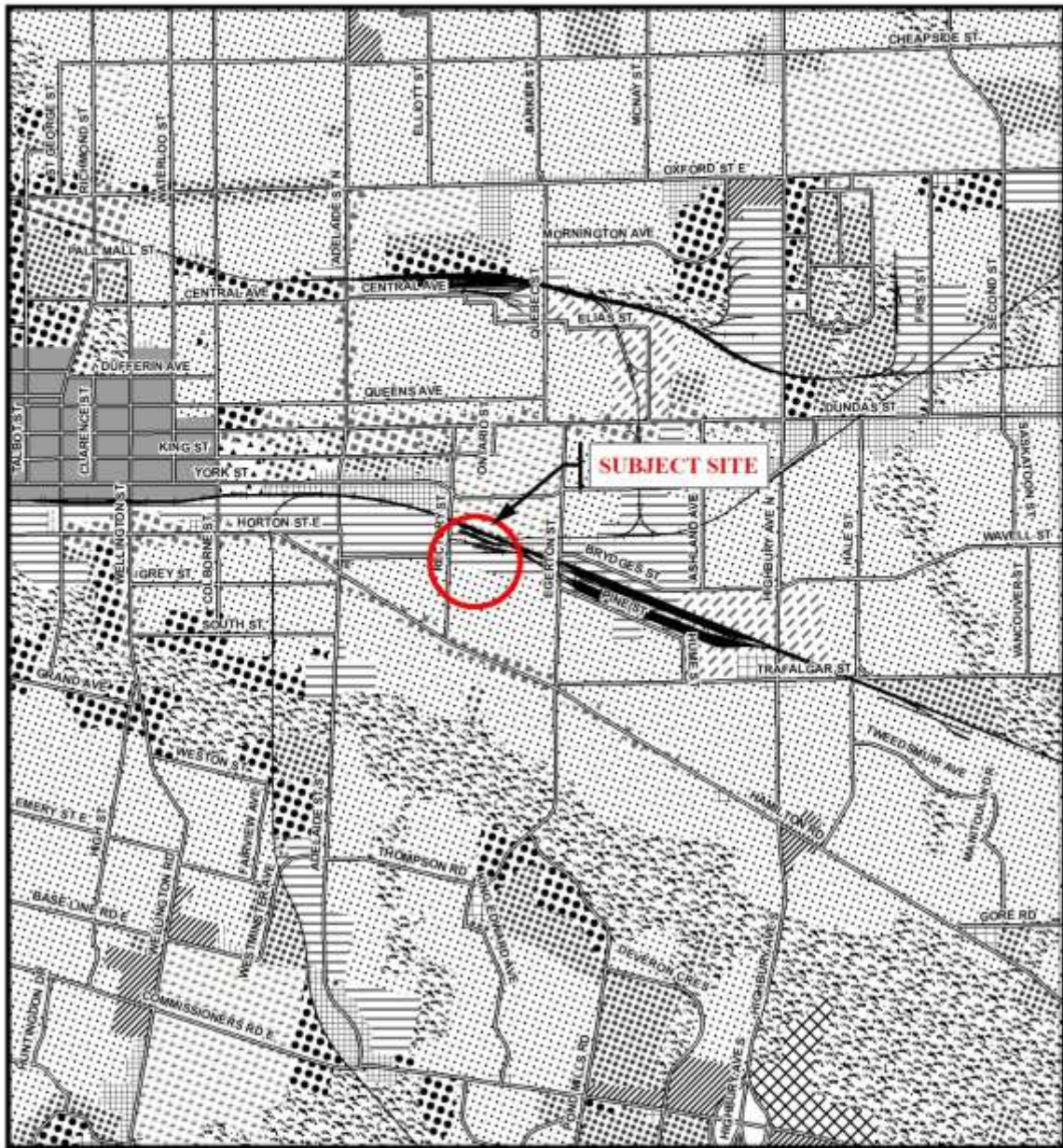
CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: Z-9196
Planner: CP
Technician: MB
Date: 2020/06/02

Project Location: E:\Planning\Projects\ip_officialplan\work\consolid\00\excerpts_LondonPlan\EXCERPT_Map1_PlaceTypes_b&w_8x14.mxd

1989 OFFICIAL PLAN MAP

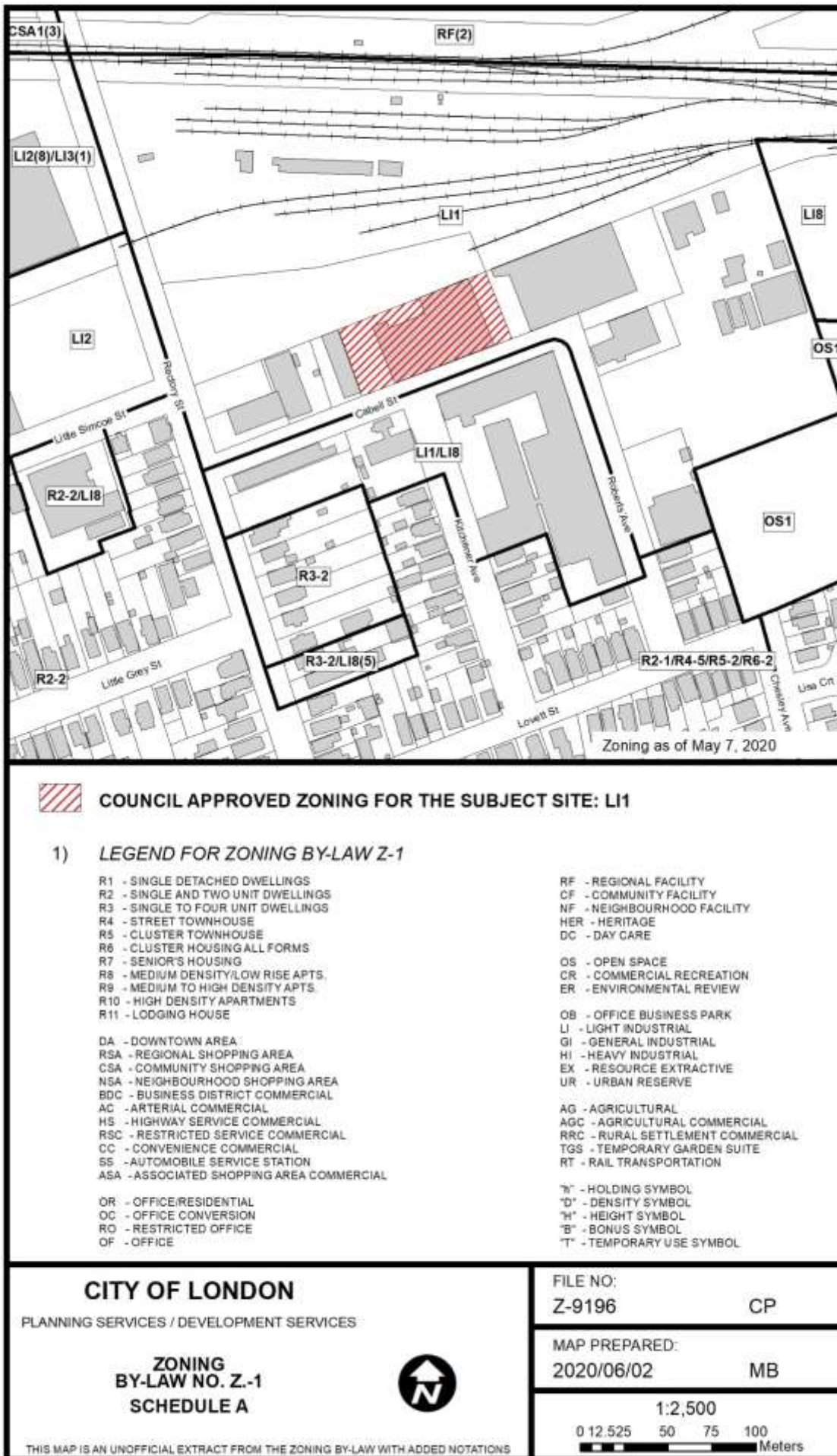


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A LANDUSE</p> <p>PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 Meters	<p>FILE NUMBER: Z-9196 PLANNER: CP TECHNICIAN: MB DATE: 2020/06/02</p>
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ZONING BY-LAW Z-1



PUBLIC PARTICIPATION MEETING COMMENTS

3.3 PUBLIC PARTICIPATION MEETING – Application – 820 Cabell Street (Z-9196)

- Councillor Cassidy: Thank you Mr. Parker. Any technical questions for Mr. Parker? Seeing none, is the applicant here? Would the applicant - ?
- Councillor van Holst: Madam Chair?
- Councillor Cassidy: I'm sorry Councillor van Holst. I did not see your virtual hand. Go ahead.
- Councillor van Holst: Thank you Madam Chair. I had a couple questions, through staff, this is a fairly large building 3,000 square meters. I wanted to ask that if that is large for an L1 or and now I'm wondering LI2.
- Councillor Cassidy: Mr. Parker?
- Chuck Parker, Senior Planner: LI1 and LI2 zones can apply to a wide range in sizes of industrial buildings. It depends on the uses that are in them. As I said they are 17 different uses allowed in the LI1 zone, an additional 6 uses in the LI2 so the property can be small, it can be large there's a wide range, there's no minimum size on either of those zones.
- Councillor van Holst: Okay thanks. I asked that because we do have a maximum of 100 square meters which is about a 10 by 10 area for ancillary retail space. Now I'm going to ask how you arrived at the conclusion that it was 25 percent or 40 percent was too big and we're sticking with the 10 because this is a place where they've had some interest by manufacturers and in 3,000 square feet or 3,000 square meters you can build some very large things but you wouldn't be able to show them in a 10 by 10 meter room for instance it'd be a great place for building furniture; however, the show room would be completely inadequate at this new maximum.
- Councillor Cassidy: We're doing technical questions Councillor.
- Councillor van Holst: Okay then so have we in the past been able to drop the maximum for ancillary space and lift it to the say the 25 percent because of a bigger space.
- Councillor Cassidy: Mr. Parker.
- Chuck Parker, Senior Planner: Not aware of any cases where that has occurred. Typically when we have retail outlets associated with an industrial use they're quite large. I can't think of a specific example where that has been the case where we waived the 100 square meters. That 10 by 10 meter space is actually 35 feet by 35 feet which is somewhat large depending on the industrial use you have and the goods you sell so it may be adequate for selling furniture but I can't give you a specific example of where we've allowed that to change.
- Councillor van Holst: Okay thank you Madam Chair. I'll be asking for change like that; however, that would be part of the debate so I don't know that I have further technical question. Thank you.
- Councillor Cassidy: Thank you Councillor. And just lower your virtual hand so I'll know next time when you're asking because I did miss it but I'll keep an eye now. Is the applicant here and would the applicant care to address the Committee? Go ahead sir. State your name and you'll have five minutes.

- Thank you Madam Chair and members of Council. My name is Bruce Sworik. I'm the owner of the building and have owned this building for over 30 years and it's a, it was a Heavy Industrial 1 Zone when I first purchased the building and then the City de-zoned it to an LI1. My request for an LI2, I'm happy with that. it just gets compliance. My main issue with this is, in the 30 years that I've owned those building I have had a lot of leasing issues because of the small amount of ancillary retail space that would be allowed and the 10 percent even though Mr. Parker has commented is it is a decent size room it's not when you can compare it to a hundred meters is very little out of a 3,000 square foot meter building. I would ask the Council maybe if they could just for clarification in my zoning proposal maybe if the maximum from 100 square meters was raised to I think I could live with a 300 to 400 square meters and drop the 25 to 40 percent. Again I've lost a number of large manufacturing type tenants that require 5,000 to 15,000 square feet but the ability for them to show them off to the members of the general public who are interested of the process or manufacturer of purchasing that good they just all walked away and said you know what you don't have enough space for us. So I only ask the Council to change the, I could live with dropping the 25 to 40 percent right out of it and just change the maximum from 100 square meters to say maybe 300 to 400 square meters and I could live with that and be able to, I've been suffering with some bad vacancies because of this and I don't have divisions, there's four divisions in that building and none are less than 5,000 feet so it makes it very difficult to you know to rent it to the appropriate type of manufacturer which would also create some more business and some more jobs. I rest my case on that.
- Councillor Cassidy: Thank you Mr. Sworik. Are there any members of the public who are here to speak to this item? In any of the committee rooms that I see on screen, I'm looking for members of the public would like to comment on this application. And there's nobody in the gallery. I see none so I will look for a motion to close the public participation meeting.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett
Director, City Planning and City Planner
Subject: Housing Development Corporation London
122 Base Line Road West
Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Housing Development Corporation London relating to the property located at 122 Base Line Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend the London Plan by **ADDING** a policy to Specific Policies for the Neighbourhoods Place Type to permit a low-rise apartment building on the subject site, and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the London Plan;

IT BEING NOTED THAT the amendments will come into full force and effect concurrently with Map 1 and Map 7 of the London Plan.

- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the London Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R8 (R8-3) Zone, **TO** a Holding Residential R8 Bonus (h-5*R8-3*B(_)) Zone;

The Bonus Zone shall be implemented through one or more agreements to provide for a low-rise apartment building with a maximum height of 4 storeys or 13.0 metres; an increased density of up to 100 units per hectare (61 units total); a rear yard depth minimum of 15.0 metres; an interior side yard depth minimum of 3.0 metres for building walls containing no windows to habitable rooms or 8.0 metres for building walls containing windows to habitable rooms; a parking rate of 1 space per unit; and a bicycle parking rate of 1 space per 4 units, in return for the provision of the following facilities, services and matters:

- 1) Provision of Affordable Housing: A mix of unit types (by number of bedrooms) and a minimum of 30% of each unit type within the development will be provided at affordable rent (at approximately 70% of Average Market Rent). An agreements shall be entered into with the Corporation of the City of London to secure those units for a minimum affordability period of 20 years.
- 2) Design Principles: Implementation of a site development concept, to be implemented through a future development agreement, which substantially achieves design principles that include:
 - a. Building footprint and spatial orientation that: serves to activate the street; is pedestrian in scale; and establishes safe, direct, and barrier-free accessible pedestrian connections throughout the Site and from the Site to the public realm;
 - b. A principle building entrance that further serves to activate the streetscape and reinforce the "front facing" built form;
 - c. A building footprint that mitigates impacts, noting an enhanced rear yard setback and enhanced interior side yard setback are identified in the Bonus Zone;

- d. A parking area that provides for safe, direct and barrier-free accessible pedestrian connections, is suitably sized to accommodate projected demand, and is strategically located to minimize impacts on the public realm;
- e. An outdoor amenity area that is sufficiently sized and strategically located to provide for privacy and additional buffering opportunities and plantings, and also serves to mitigate overland flows and other potential stormwater management (SWM) impacts; and
- f. Maintain, to the greatest extent possible, on-site green infrastructure in a manner consistent with the findings of the preliminary Tree Preservation Report.

Executive Summary

Summary of Request

The application includes requested London Plan and Zoning By-law amendments, including a bonus zone, to allow for a 4-storey (13 metre), 61-unit apartment building (100 units per hectare). A holding zone h-5 is recommended to require a subsequent public site plan process.

Purpose and the Effect of Recommended Action

The purpose and effect of the requested amendment is to permit a residential apartment building with a maximum height of 4 storeys which may include up to 61 units. The bonus zone shall be implemented through one or more agreements to facilitate the development of the requested apartment building in return for the provision of affordable rental units (a minimum 30% of the building's units and 30% of each unit type). The bonus zone shall also implement a high-quality design, to be confirmed through the site plan application.

The purpose of the requested application is also to facilitate development of a site acquired for the municipal purpose of creating new rental housing units and to address the City's significant need for affordable housing.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement 2020.
2. The recommended amendment conforms with the 1989 Official Plan.
3. The recommended amendment conforms with the policies of The London Plan, including but not limited to the Key Directions, Homelessness Prevention and Housing policies, and City Design policies.
4. The recommended amendment facilitates infill and intensification of an underutilized urban site and encourages an appropriate form of development. Infill and intensification supports the City's commitment to reducing and mitigating climate change by supporting efficient use of existing urban lands and infrastructure and regeneration of existing neighbourhoods.
5. The recommended amendment facilitates the development of up to 61 affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.
6. The recommended bonus zone for the subject site will provide public benefits that include affordable housing units, barrier-free and accessible design, transit-supportive development, and a quality design standard to be implemented through a subsequent public site plan application.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure and the regeneration of existing neighbourhoods. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encouragement of active transportation options.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located approximately 650 metres west of Wharncliffe Road South, on Base Line Road West. The subject site is approximately 0.62 hectares (1.52 acres) in size and is currently vacant. East and south of the property are apartment buildings of 11 storeys. West of the property is a townhouse complex. North of the property are single detached dwellings.

1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods Place Type
- Official Plan (1989) Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Residential R8-3 Zone

1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 66.1 metres (216.9 feet)
- Depth – 93 metres (305.1 feet)
- Area – 0.62 hectares (1.52 acres)
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Two single detached houses
- East – Property with two 11-storey apartment buildings
- South – 11-storey apartment building, single-detached house, vacant lot
- West – Townhouse property

1.5 Intensification (identify proposed number of units)

- The proposed development will represent intensification within the Built-Area Boundary.
- The proposed development will represent intensification within the Primary Transit Area.

1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposed development is a 4-storey (13 metre) "T-shaped" apartment building which will include 61 residential units (100 units per hectare on a property 0.62 hectares in size).

This application includes a conceptual site plan. The conceptual site plan shows a "T-shaped" building with the cross of the "T" along the Base Line Road West frontage to frame the street at a pedestrian scale. Surface parking is proposed in the interior side yard and rear yard to the west and northwest of the building, abutting the parking area of the neighbouring townhouse complex. Landscaped open space is proposed to the east and north of the building. The conceptual site plan is shown in Figure 1, below.

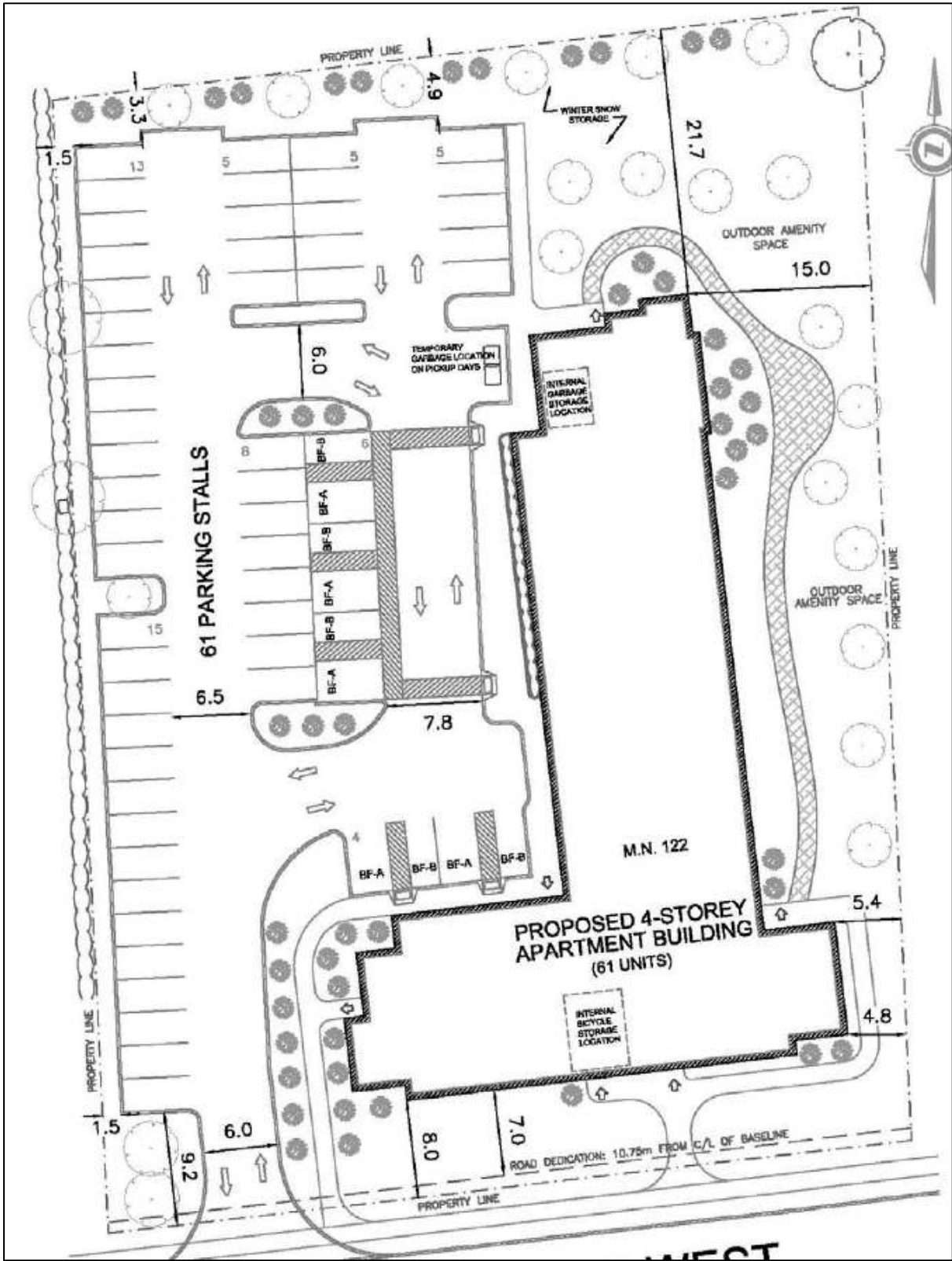


Figure 1: 122 Base Line Road West - Conceptual Site Plan

3.0 Relevant Background

3.1 Planning History

122 Base Line Road West has been vacant since the mid-1980s. A single detached dwelling was demolished in 1982.

In 2010 an application to rezone the property to permit a low-rise apartment building was received by the City. The rezoning to Residential R8-3 Zone was approved by City Council on July 25, 2011.

3.2 Requested Amendment

The requested amendment is for a London Plan amendment and a Zoning By-law amendment.

The subject property is designated Multi Family, Medium Density Residential (MFMDR) in the 1989 Official Plan. This designation permits apartment buildings. In the London Plan the subject property is in the Neighbourhoods Place Type and Base Line Road West is a Neighbourhood Connector street classification. The London Plan Amendment application is for a specific policy to the Neighbourhoods Place Type to permit a low-rise apartment and to add the subject property to London Plan Map 7 – Specific Policy Areas. No amendment is sought to the 1989 Official Plan.

The requested amendment to the Zoning By-law is to change from a Residential R8 (R8-3) Zone to a Holding Residential R8 Bonus Zone (h-5*R8-3*(B_)). The bonus zone is requested to permit a density of 100 units per hectare (61 units total). The site regulations requested under the bonus zone include a side yard setback of 4.0 metres from the east property line, a vehicle parking standard of 1 space per dwelling unit, a bicycle parking standard of 1 space per 4 units. The requested Holding “h” Zone is for an h-5, which in accordance with section 3.8.2 of the Zoning By-law is as follows:

h-5 Purpose: To ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-5" symbol.

The applicant (HDC London) has identified in their application that they will issue a Request for Proposals (RFP) for a primary developer to develop the lands in accordance with the Bonus Zone and implement the conceptual site plan, confirm the built form, parking, outdoor amenity space and landscaping through a subsequent site plan application.

3.3 Community Engagement (also see Appendix B)

Notice of the requested amendment was published in the Londoner newspaper on Thursday, May 21, 2020. Notice of this application was also circulated to the public on May 11, 2020 and a sign was placed on the subject site. At the time of writing this report, a total of seven (7) members of the public have provided comments. Comments are summarized below and attached as Appendix ‘C’ to this report. The comments received included the following:

- The existing density in the area is believed to be high enough;
- Concern with maintenance of the future property;
- Concern regarding safety associated with the tenancy of housing;
- The property has a small wooded area which would be removed. The question was asked whether the City could find another property for the development and asks whether the City consider ecology;

- The neighbourhood does not have enough public recreation and green space and COVID-19 has raised issue of access to green space and questions of density. The subject site should remain undeveloped permanently;
- Concern for the many retirees and disabled persons in area;
- Question asked whether a minimum of 2 parking spaces per unit should be required to avoid street parking overflow.
- Staff also received inquiries asking how one could apply to live in the proposed new development.

3.4 Policy Context (see more detail in Appendix C)

The subject site is located in the Multi-Family, Medium Density Residential (MFMDR) designation in the 1989 Official Plan. The site is located in the Neighbourhoods Place Type, and Base Line Road West is a street classified as “Neighbourhood Connector” in the London Plan. Note that certain London Plan maps and policies are under appeal before the Local Planning Appeal Tribunal (LPAT).

Provincial Policy Statement, 2020

In accordance with section 3 of the Planning Act, all planning decisions shall be consistent with the Provincial Policy Statement (PPS).

The Provincial Policy Statement 2020 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns” of the PPS encourages healthy, livable, and safe communities over the long-term. These communities must be sustained through a number of measures, including: accommodating an appropriate range and mix of affordable and market-based types of residential land uses, as well as employment, institutional, recreation and open space land uses (s. 1.1.1.b); promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (s. 1.1.1.e); promoting land uses that address barriers and accessibility for persons with disabilities (s. 1.1.1.f); and addressing the natural environment and preparing or climate change (s. 1.1.1.h and 1.1.1.i).

The PPS encourages areas inside the urban growth boundary (i.e. “settlement areas” per s. 1.1.3 Settlement Areas) to be the main focus of growth and development, including opportunities for intensification and redevelopment. Appropriate land use patterns within urban growth boundaries are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public services facilities and are also transit-supportive (s. 1.1.3.2).

Municipalities are required to identify and promote opportunities for intensification and redevelopment, taking into consideration an area’s existing building stock (s. 1.1.3.3), accommodating a significant supply and range of housing options, including various housing types, densities, and a variety of affordable and market-based housing arrangements (s. 1.1.3.3), promoting development standards which facilitate intensification, redevelopment and compact form (s. 1.1.3.4), and promote transit and active transportation (s. 1.6.7.4).

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). First, it directs planning authorities to permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas. Then it also permits outward growth to greenfield areas designated for urban land uses (s. 1.4.1.a).

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

Furthermore, the PPS ensures to protect environmental health by directing development away from natural hazards and the natural heritage system. Mitigating impacts of those hazards and on those natural features and their functions is also required (sections 2.0 and 3.0).

The London Plan

The London Plan is organized into nine parts. The “Our Strategy” part of the Plan establishes eight key directions that serve as the foundation for the policies and place types of the Plan (London Plan, s. 54). Under each key direction a number of planning strategies are identified. These directions and strategies include, but are not limited to, regeneration and intensification, affordable housing, and environmental protection. Strategies of the key directions include:

- Revitalize our urban neighbourhoods and business areas (s. 55_, Direction 1.4);
- Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners (s. 55_, Direction 1.13);
- Develop affordable housing that attracts a diverse population to the city (s. 57_, Direction 3.11);
- Protect and enhance the health of our Natural Heritage System (s. 58_, Key Direction 4.4).
- Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward” (s. 59, Key Direction 5.2);
- Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods (s. 59_, Key Direction 5.3);
- Plan for infill and intensification of various types and forms to take advantage of existing services and facilitate and to reduce our need to grow outward (s. 59_, Key Direction 5.4);
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (s. 59_, Key Direction 5.5);
- Link land use and transportation plans to ensure they are integrated and mutually supportive (s. 60_, Key Direction 6.4);
- Dependent on context, require, promote, and encourage transit-oriented development forms (s. 60_, Key Direction 6.6);
- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (s. 61_ Key Direction 7.2);
- Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources (s. 61_, Key Direction 7.10).

The London Plan also includes a City Structure Plan that identifies the framework for growth and change over the planning horizon. Within this City Structure, the subject site is located within the urban area (within Urban Growth Boundary and Built Area) and within the Primary Transit Area (PTA). The PTA will be a focus of residential intensification and transit investment within London, and intensification will vary

depending on the Place Type and will be a good fit within neighbourhoods (s. 90). The London Plan also includes a city-wide intensification target and it is an objective of the London Plan that 75% of intensification will occur within the PTA. Regeneration projects will also be focused on neighbourhoods within the PTA, and such development and redevelopment should be transit-oriented (s. 92).

The subject site is located within the Neighbourhoods Place Type. The Neighbourhoods Place Type permits a range of residential uses as well as certain non-residential uses that are neighbourhood-serving. The subject site is on a street classified as “Neighbourhood Connector”, which permits townhouses and small-scale community facilities. The proposed low rise apartment building is not identified as a permitted use in this location, and requires an amendment to the London Plan subject to the conditions for specific area policies.

Where a proposed development does not conform with certain policies of the London Plan and the Place Type, Council may consider adopting specific policies for a site or an area through an amendment to the London Plan, subject to the conditions of policy 1730. These conditions include that the proposed development and policy are in the public interest, represent good planning, and meet all other policies of the Plan without causing an adverse impact on the Plan or Place Type.

Certain policies of the London Plan remain under appeal to the Local Planning Appeal Tribunal, including certain use, intensity, and form policies of the Neighbourhoods Place Type. However, the London Plan should be considered in the evaluation of the application as it represents the most current policy direction for making decisions related to city building and development.

Official Plan 1989

The subject site is designated Multi Family, Medium Density Residential (MFMDR) in the Official Plan 1989. The MFMDR designation permits multi-unit residential development with low-rise profiles. Primary permitted uses of the MFMDR designation include low-rise apartment buildings, row houses, cluster houses, and specialized facilities such as small-scale nursing homes and rest homes (1989 OP, s. 3.3.1).

The 1989 Official Plan identifies that the preferred location for the MFMDR designation is adjacent to High Density Residential development and other higher intensity uses. The MFMDR designation can serve as a transition area between low-density residential areas and more intensive commercial, industrial, or high-density residential development (s. 3.3.2 and 3.3.3)

Height limitations are sensitive to the scale of development in the surrounding neighbourhood, and normally development heights will not exceed 4 storeys, subject to the regulations of the implementing Zoning By-law Z.-1 (s. 3.3.3.ii).

Medium density developments in the MFMDR designation have a maximum density of 75 units per hectare. If the development qualifies for Bonus Zoning this density limit may be exceeded to a maximum of 100 units per hectare without an amendment to the Plan, subject to an analysis of the planning impacts described in Section 3.7 of the Plan. Planning impact includes a review of existing character and an evaluation of compatibility and fit within the neighbourhood context. This includes how the proposal reflects existing and planned neighbourhood building height and scale, urban design elements and streetscape.

No Official Plan Amendment is required to the Official Plan 1989 to permit the proposed development on the subject site.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1 – Use

The PPS 2020 encourages settlement areas (i.e. within urban growth boundaries) to be the main focus of growth and development. Supporting the vitality and regeneration of urban areas is also critical to long-term economic prosperity of communities (s. 1.1.3). Appropriate land use patterns within the urban growth boundary is established by providing densities and a mix of land uses that efficiently use land and resources and the surrounding infrastructure, public service facilities, and are transit-supportive, as well as minimizing impacts of climate change. The proposed development is an infill development on a vacant lot, and it will fit within the existing mix of residential forms, densities and uses along the Base Line Road West street corridor. The requested infill development will provide an appropriate increase in density and a land use that is compatible with the scale of surrounding land uses. It will efficiently use the subject site and take advantage of surrounding infrastructure. The subject site will promote public service facilities, be accessible (barrier-free), and transit-supportive.

The proposed residential development will also provide an alternative form of housing that will complement an appropriate affordable and market-based range and mix of residential types in the areas (s. 1.1.1.b). The proposed low-rise apartment building will include a minimum 30% affordable housing units to meet the needs of current and future residents, which is in keeping with the municipal targets for affordable housing required under the PPS and The London Plan.

1989 Official Plan

The Multi Family, Medium Density Residential (MFMDR) designation provides for a transition between Low Density Residential areas and higher intensity commercial, industrial, or High Density Residential areas (s. 3.3.2 and 3.3.3). The primary uses of the designation are residential, and as a transitional use the MFMDR designation generally has a maximum height of four (4) storeys.

The London Plan

The Neighbourhoods Place Type policies permit a range of residential uses and certain non-residential uses at a neighbourhood-serving scale. The street classification of Base Line Road West is a Neighbourhood Connector (per Map 3) and the subject site is located “mid-block”.

All planning and development applications will be evaluated based on the planning and development applications section in the Our Tools part of the London Plan. Specific Policies for the Neighbourhoods Place Type augment the general Neighbourhood policies and prevail where there is a conflict. The Official Plan Amendment requested is to add a specific policy for the subject site to permit a low-rise apartment building.

Evaluation criteria for planning and development applications includes consistency with the PPS and applicable legislation, conformity with the goals, directions, and policies of the London Plan, consideration of guideline documents, consideration of servicing and growth management policies, and impacts of development on surroundings, including fit, context, and impact mitigation.

As identified above, the subject site is located within the Primary Transit Area and within the Urban Growth Boundary of the City. The London Plan includes key directions for infill and regeneration within urban areas. The London Plan also includes targets for creation of affordable housing units within new residential development. The proposal is for a residential land use, which is an appropriate land use that fits within the surrounding context of the Southcrest neighbourhood.

4.2 Issue and Consideration # 2 - Intensity

The PPS 2020 requires municipalities to identify appropriate locations and promote intensification and redevelopment, taking into account existing building stock (s. 1.1.3.3). The proposed low-rise apartment building provides a compact form that appropriately intensifies a vacant site located with accessible and transit-oriented development within the Primary Transit Area. The subject site is of a sufficient size to accommodate the increase in density and a built form that responds to its surrounding context, which includes a range and mix of housing options, including low-rise and mid-rise apartment buildings and townhouses (PPS 1.4.3). The proposed development meets the intent of the PPS 2020 by providing a density of new housing units through intensification that will efficiently use land, resources, infrastructure, and public service facilities, and supports transit routes found on Base Line Road West and Wharncliffe Rd South (PPS s. 1.4.3.d, 1.4.3.e, and 1.8.1).

1989 Official Plan

The proposed use as a low-rise residential apartment building is permitted in the Multi Family, Medium Density Residential designation (s. 3.3.1). The designation generally permits a maximum density of 75 units per hectare (uph), which may be increased through a bonus zone up to 100 units per hectare. MFMDR designated lands are to take into consideration the surrounding land uses height, scale and setback to not adversely impact amenities and character of the area (s. 3.3.2.i).

This application includes an increase in permitted density to 100 uph through the bonus provisions of s. 19.4.4 of the Official Plan. The 1989 Official Plan policies permit Bonus Zoning as a means to achieve public benefits that cannot be achieved through the normal development process in return for permitting increased building height and/or density. Planning Act s. 37 currently allows municipalities to permit the increase in height and density where a City has included bonusing provisions in their Official Plan. In return, the “facilities, services, and matters” of public benefit are to be set out in the Zoning By-law. The provision of a minimum 30% affordable housing units within the development and application of design principles through a subsequent site plan application will provide a commensurate public benefit for the additional density, and meets the criteria for Bonus Zoning in the Official Plan. These features are outlined in the Staff recommendation.

The application of a bonus zone within the MFMDR designation requires that the potential impacts of intensification be considered through a planning impact analysis as described in Section 3.3.3 and 3.7.3 of the Official Plan. Staff’s opinion is that the proposal demonstrates it is compatible in scale and intensity, including:

- a building oriented to face the street,
- setback from adjacent uses, as identified in the recommended zoning regulation;
- a low-rise building height compatible with the existing mix of low- and high-rise buildings; and
- a pedestrian-oriented streetscape.

In order to implement the identified items for bonus zoning, s. 19.4.4.iv) of the Official Plan states:

“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”

Bonus Zoning is implemented through one or more agreements with the City that are registered on title to the lands. The agreements intend to “lock in” public benefit and elements of the development that merit the additional density. Through the site plan approval process, the proposed development will be reviewed to ensure that all

facilities, services, and matters that have warranted bonus zoning have been incorporated into the agreements. Building and site features are highlighted in the recommendation and the amending by-law attached as Schedule “1” to Appendix B of this report.

The London Plan

The London Plan controls how intense lands can develop through specific criteria and a heights framework; however it does not limit densities of development by Place Type. The London Plan permits a maximum building height of 2.5 storeys on Neighbourhood Connector streets in the Neighbourhoods Place Type. At four-storeys the proposed development is, however, of a compatible height to the established neighbourhood context, which includes high-rise forms of 11 storeys and low-rise forms (townhouses and detached dwellings). The intensity is also in keeping with the key directions of the London Plan that plan for development activity to look inward to regeneration and intensification opportunities that utilize existing infrastructure, lands and services, and which provide a range and mix of housing to accommodate all demographics, incomes, and ages (Key Directions # 1.4, 5.2, 5.4, and 7.2).

Furthermore, the London Plan identifies that building heights and densities may be increased through Bonus Zoning to support the provision of affordable housing (policy 521_).

Mitigation of potential site impacts associated with increased density is also addressed through the bonus zone’s recommended zoning regulations, as identified in section 4.3 of this report, below.

4.3 Issue and Consideration # 3 – Form and Design

The proposed development is consistent with the PPS 2020 by providing intensification at an appropriate urban location, taking account of the existing building stock and neighbourhood fit and context. The proposed development provides a compact, low-rise built form, which will be required to meet current development standards. The conceptual site design will be confirmed through a subsequent public site plan application process.

1989 Official Plan

The objectives of the Multi Family, Medium Density Residential designation are to support the development of mid-rise residential uses at locations which have convenient access to public transit, shopping, public open space, recreation and other urban amenities (s. 3.1.3). MFMDR lands may serve as a transition area between higher-rise and higher-intensity uses and lower intensity uses (s. 3.3.3).

Height limitations of MFMDR sites will not normally exceed 4 storeys (s. 3.3.3.i). While bonus zoning may increase density within medium density residential areas the height limitation remains in effect (s. 3.3.3.ii). The proposed development seeks an increase in density through Bonus Zoning in exchange for public benefit, but does not seek to exceed the 4 storey (13 metre) height limit.

MFMDR intensification projects are also subject to public site plan review (s. 3.3.1.vii – permitted uses, residential intensification), which is in alignment with the recommendation for an h-5 holding zone. As part of a complete application, the applicant provided a conceptual site plan and requested an h-5 holding provision to require a public site plan process. The Zoning regulations recommended as part of the Bonus Zone will inform the subsequent public site plan application process. Staff feel this helps respond to concerns received regarding the potential impact of greater density. Such zoning regulations that will inform the site plan process include the requirement for a “T” shaped building that will frame the Base Line Road West street

frontage at a pedestrian scale. Interior side yard setback to the east of the building will also ensure the “T” shaped design of the building and mitigate massing impact on adjacent property by increasing the landscaped space to the east of the development. Enhanced rear yard setbacks are also recommended to mitigate the potential for future impacts.

The London Plan

The London Plan includes a number of building and site design considerations, including for the Neighbourhoods Place Type. The City Design policies of the Plan apply city-wide, and additional urban design considerations are evaluated for residential intensification in the Neighbourhoods Place Type.

The proposed development and conceptual site plan are in conformity with City Design policies of the London Plan, including but not limited to:

- a streetscape and building orientation that frames the street to enhance safety and encourages greater levels of passive surveillance (228_);
- a proposed site layout that respond to the existing and planned character of the surrounding area (252_);
- a proposed site layout designed to minimize and mitigate impacts on adjacent properties (253_);
- a proposed site designed to provide a direct, comfortable, and safe connection from the principle building entrance to the public sidewalk (268_);
- A proposed building sited to minimize visual exposure of parking areas to the street (269_)

Within the Neighbourhoods Place Type, there are also additional urban design considerations for residential intensification (policy 953_2). The proposed development addresses these matters, which include the compatibility of site layout; building and main entrance orientation; setback from street; character of neighbourhood; height transition with adjacent development; and appropriate massing and scale of building.

As noted above, a public site plan process will also be undertaken as a subsequent application under the Planning Act to confirm the conceptual site plan submitted as part of the complete application.

Proposed Regulations for Form and Site Plan

To ensure form and fit, and implement design policy objectives including streetscape and building orientation, site layout, mitigation of intensification, and accessibility, a number of regulations are recommended through the bonus zone. These include the design principles to be implemented through the subsequent site plan as follows:

- a. Building footprint and spatial orientation that: serves to activate the street; is pedestrian in scale; and establishes safe, direct, and barrier-free accessible pedestrian connections throughout the Site and from the Site to the public realm;
- b. A principle building entrance that further serves to activate the streetscape and reinforce the “front facing” built form;
- c. A building footprint that mitigates impacts, noting an enhanced rear yard setback and enhanced interior side yard setback are identified in the Bonus Zone;
- d. A parking area that provides for safe, direct and barrier-free accessible pedestrian connections, is suitably sized to accommodate projected demand, and is strategically located to minimize impacts on the public realm;
- e. An outdoor amenity area that is sufficiently sized and strategically located to provide for privacy and additional buffering opportunities and plantings, and also serves to mitigate overland flows and other potential stormwater management (SWM) impacts; and

- g. Maintain, to the greatest extent possible, on-site green infrastructure in a manner consistent with the findings of the preliminary Tree Preservation Report.

Staff also recommend regulations through the bonus zone to ensure setback from adjacent properties and mitigate site development impact. The recommended setback regulations also ensure a street-facing orientation is combined with enhanced setback for the rear portion of the building is established through the subsequent site plan application (i.e. a “T” shaped building or approved alternative). To achieve this, the recommended regulations are for a minimum interior side yard depth of 3.0 metres for building walls containing no windows to habitable rooms and a minimum interior side yard depth of 8.0 metres for building walls containing habitable rooms. Habitable Room is a defined term in the Zoning By-law and means any room intended to be used for living, sleeping, eating or food preparation. It does not include a washroom, laundry room, closet or other spaces used for the service and maintenance of the dwelling, including stairs or elevators.

A parking standard of 1 space per unit (61 spaces total) is also recommended through the regulations of the bonus zone. Public comments were received regarding a concern that the site would have insufficient parking. Parking standards are to ensure that sites may accommodate parking but that excessive amounts of parking are not required (London Plan policy 271_). The proposed development is transit-oriented and the site is within the Primary Transit Area and serviced by two public transit routes (on Base Line Road West and within a ten minute walk on Wharnccliffe Rd S.). In the application the Housing Development Corporation identified that forty-seven (47) of the units would be one-bedroom apartments. The parking standard proposed is comparable to parking rates in other multi-unit residential developments for specialized housing markets and affordable housing.

4.4 Summary of Development Considerations (Use, Intensity and Form)

The proposed development includes an appropriate land use, intensity, and form, which represents compatibility and fit within its context. For those reasons, and because the development will help to address the need for affordable housing, this proposal represents good planning.

The proposed development is consistent with the Provincial Policy Statement, 2020. This includes creating a range and mix of housing, including affordable housing to meet the city need; integrating land use and transportation planning (transit-oriented development); accessible (barrier-free) development; and addressing climate change through growth and intensification directed to existing built up areas using existing infrastructure.

The proposed development also conforms with the London Plan requirement for a specific area policy (policy 1730_). The proposal meets other policies of the London Plan, including Key Directions for growth, Primary Transit Area location, Intensification, Urban Regeneration, Affordable Housing, and City Design policies. The proposal is a unique opportunity to address a public interest, facilitating a development for rental housing and affordable housing stock needs. The proposal is compatible with the existing neighbourhood and character, which includes a mix of heights and forms. The proposal provides a transition in height between lower-rise development to the west and high-rise developments to the east and south. Setbacks recommended through the Bonus Zone provide mitigation of new development to adjacent properties.

Intensity and form of development are addressed through regulations in the Bonus Zone, including setback, parking, layout, access points, barrier-free development, and a pedestrian-oriented scale and orientation on the Base Line Road West frontage. The intensification through the Bonus Zone is appropriate and is in return for design elements and provision of affordable housing units, consistent with the facilities, services, and matters of public benefit in section 19.4.4 of the Official Plan.

4.5 Issue and Consideration # 4 – Hazard and Tree Protection

The proposed development is consistent with the Provincial Policy Statement, 2020, and will be required to adhere to Provincial Ministry and Conservation Authority requirements for the protection of natural hazards and species at risk.

The subject site is traversed by the Silver Creek watercourse. Silver Creek and adjacent lands are regulated by the Upper Thames River Conservation Authority (UTRCA) as “hazard lands” per section 3.1 of the Provincial Policy Statement, 2020. The applicant will require a Conservation Authority Act section 28 permit for the proposed development and associated works to occur within the Conservation Authority’s regulated area. During pre-consultation, it was identified that Silver Creek would be enclosed as part of the development proposal. City and UTRCA Staff identified a stormwater approach to address the enclosure of Silver Creek and connections to upstream and downstream portions of the feature. This includes requirements for an External Drainage Brief as part of the complete application, and a scoped Environmental Impact Study required as part of the subsequent Site Plan Application.

The purpose of an EIS is to evaluate the impact of a specific development on lands adjacent to the natural heritage system (London Plan policy 1431_). Therefore this scoped EIS will be conducted concurrent with the Site Plan Application so that the environmental study can coordinate with, and evaluate, the finalized development concept.

The studies required as part of the Site Plan Application satisfy the Provincial Policy Statement requirements for protection and mitigation of natural hazards. The UTRCA participated in consultation with the applicant and City prior to the application being submitted and the approach satisfies the requirements of the UTRCA (see Appendix C for UTRCA comments).

The subject site includes small vegetation patches along the Base Line Road West frontage and in the northeast. These areas include invasive species, such as buckthorn communities, as identified in the Tree Protection Plan. As part of the Tree Protection Plan assessment conducted in summer 2020, a potential butternut tree was identified adjacent to the property line. A butternut is an endangered species (Ontario *Endangered Species Act*). The potential butternut tree was assessed by a Certified Butternut Health Inspector, in accordance with the Butternut Health Assessor’s Field Guide 2015. The assessment concluded that it is a hybrid tree, not the protected species, and therefore does not require any special setbacks or buffers on the subject site.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020, conforms with the City of London 1989 Official Plan, and represents an appropriate land use, intensity and form that is good planning. The recommended amendment conforms with London Plan policies regarding intensification and regeneration, affordable housing, city design, and requirements to add a site-specific policy to the London Plan. The proposal facilitates the development of a vacant site and provides an appropriate form of residential development. The bonus zoning of the subject site ensures the provision of affordable housing and an energy efficient, transit-oriented and accessible development. The bonusing also ensures a high quality building and site design that fits within its context.

The building and site design will be confirmed through a subsequent public site plan application, including public participation opportunity. The subject site is situated in a location where intensification can be accommodated and the proposed development is an appropriate land use, intensity and form in keeping with the surrounding neighbourhood context.

The recommended amendment facilitates development of a site that was acquired by the Housing Development Corporation for the specific municipal purpose of creating new rental housing units and addressing the City's significant need for more affordable housing. The recommended amendments are consistent with the City's Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock). The Housing Stability Action Plan identifies that more than 300 affordable housing units need to be developed each year across the city to meet current and future needs for affordable housing.

The recommended amendment is consistent with the City's commitment to reducing and mitigating climate change. On April 23, 2019, Council declared a Climate Emergency. The amendment encourages intensification and growth at an appropriate location, intensifies and efficiently uses existing urban land and infrastructure and contributes to regeneration of an existing neighbourhood. The amendment also facilitates transit-supportive development.

Prepared by:	Travis Macbeth, MCIP, RPP Planning Policy, City Planning
Submitted by:	Justin Adema, MCIP, RPP Manager, Planning Policy
Recommended by:	Gregg Barrett, AICP Director, City Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

September 11, 2020
TM/tm

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.- ____ - ____

A by-law to amend The London Plan for
the City of London, 2016 relating to 122
Base Line Road West.

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 the text attached hereto and
forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection
17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To add a policy to the Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London, to permit a low-rise apartment use within the Neighbourhoods Place Type.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 122 Base Line Road West in the City of London.

C. BASIS OF THE AMENDMENT

The amendment is consistent with the Provincial Policy Statement, 2020, conforms with the City of London 1989 Official Plan, and conforms with The London Plan, including but not limited to intensification, regeneration, affordable housing, city design and specific area policies. The proposed development is an appropriate land use, intensity and form, and is in keeping with the land uses of the surrounding area.

D. THE AMENDMENT

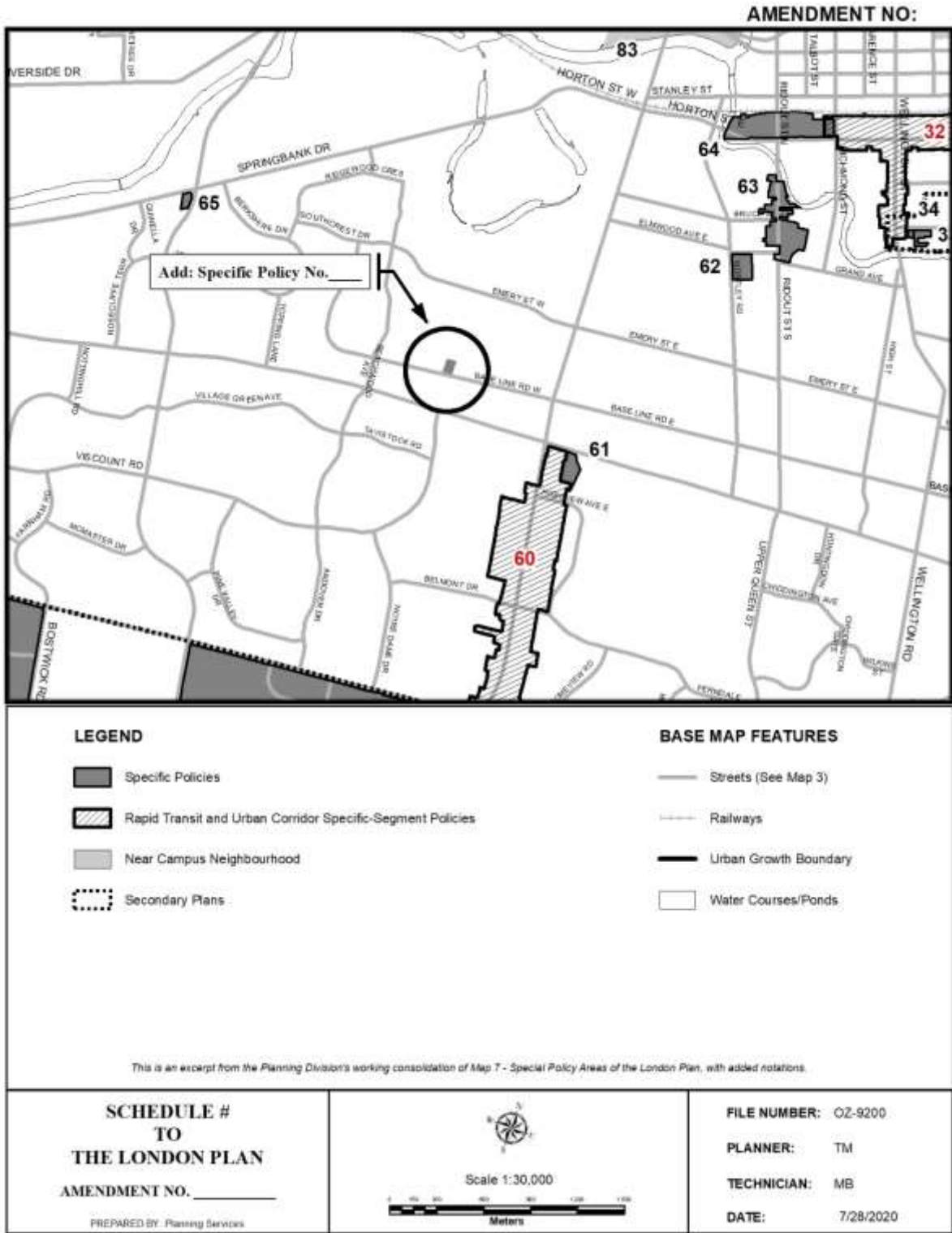
The London Plan for the City of London is hereby amended as follows:

The London Plan is hereby amended as follows:

1. Specific Policies for the Neighbourhood Place Type of The London Plan for the City of London is amended by adding the following:

(_) In the Neighbourhoods Place Type applied to the lands located at 122 Base Line Road West, a low-rise apartment building up to 4 storeys in height may be permitted.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 122 Base Line Road West in the City of London, as indicated on “Schedule 1” attached hereto.

SCHEDULE 1



Document Path: E:\Planning\Projects\p_officialplan\work\consolid00\amendments_LondonPlan\OZ-9200\OZ-9200_AMENDMENT_Map7_SpecialPolicyAreas_b&w_Bx11.mxd

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20 _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 122
Base Line Road West.

WHEREAS Housing Development Corporation, London, has applied to
rezone an area of land located at 122 Base Line Road West, as shown on the map
attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 122 Base Line Road West, as shown on the attached map
comprising part of Key Map No. 107 from a Residential R8 (R8-3) Zone to a Holding
Residential Bonus (h-5*R8-3*B()) Zone.
- 2) Section Number 4.3 of the General Provision in By-law Z.-1 is amended by adding
the following new Bonus Zone:

4.3) B() 122 Base Line Road West

The Bonus Zone shall be implemented through a development agreement to
facilitate the development of a low-rise apartment building with a maximum
height of 4-storeys, 61 dwelling units and density of 100 units per hectare and
provides:

i) Affordable Housing

The provision of a minimum 30% of each unit type (i.e. type by number of
bedrooms) set aside at affordable rent of approximately 70% of Average
Market Rent. Affordable rental units will be established by an agreement
entered into with the Corporation of the City of London, which will secure
those units for a minimum twenty (20) year term.

ii) Design Principles

Implementation of a site development concept, to be implemented through
a future development agreement, which substantially achieves design
principles that include:

1. Building footprint and spatial orientation that: serves to activate the
street, is pedestrian in scale; and, establishes safe, direct and barrier-
free accessible pedestrian connections throughout the Site and from
the Site to the public realm;
2. A principle building entrance that further serves to activate the
streetscape and reinforce the "front facing" built form;
3. A building footprint that mitigates impacts, noting an enhanced rear
yard setback and enhanced interior side yard setback are identified in
the Bonus Zone;
4. A parking area that provides for safe, direct and barrier-free accessible
pedestrian connections; is suitably sized to accommodate projected

- demand; and, is strategically located to minimize impacts on the public realm;
5. An outdoor amenity area that is sufficiently-sized and strategically located to provide for privacy and additional buffering opportunities and plantings, and also serves to mitigate overland flows and other potential stormwater management (SWM) impacts; and
 6. Maintain, to the greatest extent possible, on-site green infrastructure in a manner consistent with the findings of the preliminary Tree Preservation Plan.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a)	Regulations	
	i) Density (Maximum)	100 units per hectare (247 units per acre)
	ii) Parking (Minimum)	61 Parking Spaces
	iii) Bicycle Parking (Minimum)	15 Parking Spaces
	iv) Rear Yard Depth (Minimum)	15.0 metres (49.2 feet)
	v) Interior Side Yard Depth (Minimum)	3.0 metres (9.8 feet) for building walls containing no windows to habitable rooms or 8.0 metres (26.2 feet) minimum for building walls with windows to habitable rooms.

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

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

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

Appendix C – Public Engagement

Community Engagement

Prescribed Agency and City Department liaison: On April 30, 2020, Notice of Application was sent to prescribed agencies and City departments.

Public liaison: On May 19, 2020, Notice of Application was sent to 393 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 21, 2020. A “Planning Application” sign was also posted on the site.

7 replies were received

Nature of Liaison: The purpose and effect of the proposed Official Plan and Zoning change is to permit a four-storey (4-storey), 61 unit low-rise apartment building with a minimum of 30% of the residential units set aside as affordable housing units. Possible amendment to the London Plan to add a specific policy to the Neighbourhoods Place Type to add low-rise apartment building as a permitted use at this property. Possible amendment to add the site to London Plan ‘Map 7 – Specific Policy Areas’. Possible amendments to Zoning By-law Z.-1 **FROM** a Residential R8-3 **TO** a Residential R8-3 Special Provision Bonus Zone with a holding provision for future public site plan (h-5*R8-3*B(□) Zone). Amendments requested through the Bonus Zone include permitting a density of 100 units per hectare (61 total units), reducing the east interior side yard to 4.0 metres, reducing vehicle parking requirement to 61 stalls and reducing bicycle parking requirement to 1 bicycle stall per 4 units.

Responses:

Public comments included concern that the parking rate of one per residential unit was too low; that there are a number of seniors and disable persons in the area; concerns for area safety; concern that the area has a lack of accessible public parks and open space; and inquires about applications to become a tenant in the proposed building.

The parking rate proposed through the bonus zone is consistent with parking in other multi-unit developments.

Comments were received regarding concern about safety and that the proposal includes affordable housing. The Zoning By-law does not differentiate between ownership and rental forms of tenure in identifying land use regulations. Tenure is not a land use planning issue. Long-term planning of the city is based on an assessment of appropriate land use, intensity of use, and form.

Comments were received regarding a general lack of accessible park, recreation, and open space within the area. Parks are considered accessible to residents if they are located within an 800 metre “service area”. Within 800 metres of the subject site there is access to:

- Basil Grover Park;
- Odessa Park;
- The Coves Environmentally Significant Area (ESA) – both Euston Meadows and the Southcrest Ravine trail; and
- Southcrest Park and Southcrest Pool.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Jockline Gibson	Rosemary Mounsey 609-135 Base Line Road West
	Oleg Kodolov 95 Base Line Road West
	Suzanne Pearson 120 Centre Street
	Janette Jones 95 Base Line Road West
	Dan Kazymyrskiy 208-95 Base Line Road West
	Anne Brister 704-80 Huxley Street

From: Mounsey, Rosemary
Sent: Tuesday, May 26, 2020 11:00AM
To: Macbeth, Travis; Turner, Stephen
Subject: 122 Base Line Rd. W.

Hello Travis:

I own a condo at 135 Base Line Rd. W. and received your notice yesterday regarding amending the current zoning.

Base Line Rd. W. starting from Wharncliffe Rd. S. is already a very high density location. While the current zoning for 65 units cannot be disputed, I do question the increase to 100 units.

While I appreciate what the City of London is trying to do....we do not need more density.

My recommendation is to stick to your original zoning..... 65 units are quite enough.

ROSEMARY MOUNSEY

135 Base Line Rd. W. # 609
London, ON

From: Mounsey, Rosemary
Sent: Thursday, May 28, 2020 11:37 AM
To: Macbeth, Travis; Turner, Stephen
Subject: 122 Base Line Rd. W.

Hi Travis:

I now have a clearer picture of the proposal put forward by the City of London. Basically, this lot size is 1.59 Acres or approximately 62% of a hectare. The proposal put forward is to increase the number of units from 40 to 61.

I now have a clearer picture of the proposal.

Interesting that the application details were clear about the 61 units proposed. There was no mention of the 40 unitsjust maximum density for current zoning as 65 units per Hectare. Not sure if this was a slip up or intended to confuse.

Regards, Rosemary Mounsey

From: Mounsey, Rosemary
Sent: Thursday, May 28, 2020 2:55PM
To: Turner, Stephen; Macbeth, Travis
Subject: 122 Base Line Rd. W.

I understand the intent. Thank you
Regarding the increased density to 61 units from 40 units. We don't need more density added to the original zoning

I understand the City is trying to get in as much housing as possible. Drive to Base Line head west from Wharncliffe Rd S
We have enough density already.
The city cannot take care of the properties they currently own. They are completely Run down. Some requiring new roofs and fencing.

You represent this area. You should not be in agreement to this zone change.
As previously stated there are other properties in the area looking for zone changes as well

Every night I have to worry about vandalism around my building and continuous damage to our vehicles.

Consider all this before you vote for more density.

Regards. Rosemary Mounsey

From: Jones, Janette
Sent: Sunday May 31, 2020 4:57 PM
To: Turner, Stephen; Macbeth, Travis
Subject: File OZ-9200

Re: 122 Baseline Road West. My concern about this apartment building is the lack of parking spaces. Most families own 2 vehicles low income or not. Also there is no provision for visitors parking. Traffic from this property would require street parking to facilitate the overflow.

From: Pearson, Suzanne
Sent: Friday June 5, 2020 8:56PM
To: Macbeth, Travis
Subject: file: oz-9200

Mr. Macbeth,

I received the planning application for 122 Baseline Rd East. Currently, I live in the condos at 120 Centre Street. As far as I can tell from the map it will be behind the Top Hat business. This saddens me because they have a couple of horses. Also, if I am correct this is a small wooded area. It seems like soon we can not be called the "Forest City". We tend to cut every tree down for homes.

On Centre Street there is an old abandoned building (maybe a storage unit). It is a total eyesore; can this lot not be considered?

Thank you for listening.

Sincerely,
Suzanne Pearson

From: Kazymyrskiy, Dan
Sent: Monday June 8, 2020 3:49 PM
To: Macbeth, Travis
Subject: Plan Zone 122 Base Line Road West

Hello,

I have received a Notice of Planning Application from you regarding new construction to our Condominium.

I have concerns regarding this new development as our area is designated for many retired and disabled people.

So, if you count my vote- I do not support this construction plan.

Thank you,

Dan Kazymyrskiy
208-95 Baseline Rd.W., London, ON

From: Kodolov, Oleg
Sent: Friday June 26, 2020 12:24 AM
To: Macbeth, Travis; Planning@London.ca; DevelopmentServices@London.ca; DocServices@London.ca
Subject: 122 Baseline Road West – Notice of Planning Application

Dear Travis Macbeth:

I have read with concern you note re. Notice of Planning Application for 122 Base Line Road West (should be spelled Baseline).

Reflecting the opinion of many concerned local residents and property owners like myself (I own a unit at 95 Baseline Road West), I strongly suggest you reject applications from the current or possible future applicants to develop the said territory. The lot allocated for the development should remain a partially wooded lot creating a barrier of environmental green space in the midst of an already excessively developed and congested area.

The lot's development was already proposed earlier, 8 or 9 years ago, and I participated in the local meeting objecting to potential development. As you are undoubtedly aware, the development was eventually abandoned for the same environmental reasons I present in this letter, and the developers have decided to pursue the project elsewhere. Since then, our area on Baseline Road West has only become more congested due to other hi-rise developments on the nearby streets. Save for a very small path in the tiny park next to 95 Baseline Road West, the whole area lacks public recreation space even for a short walk, and the territory proposed for the development will essentially eliminate the last piece of undeveloped greenery in the whole area of hi-rise apartments in this part of the city.

There may be other issues raised as well, such as questions from property owners re. the value of nearby properties as a result of this development, and the increased concentration of 'affordable rent' properties in the area whereas spreading such properties around the city instead of literally squeezing them into an already developed/overdeveloped sections of Baseline Road West is a more desirable policy. It is possible you might have received submissions on these lines. Irrespective of whether these issues are addressed, it is still essential to reject any attempts at developing the 122 Baseline Road West section now and in future due to increased concentration this development creates in an already congested area and due to lack of attention to environmental issues such development implies. Instead, nearby residents need more space and more fresh air, an issue that has become even more essential since the onset of COVID-19 pandemic - excessive housing concentration makes these problems worse. The City of London must declare this piece of land 100% off limits for any future development, and thus reject the amendments to the London Plan. Planning and Environment Committee must issue a negative opinion on this project.

From my discussions, there are serious concerns by owners about this project, and I would not be surprised if under certain circumstances, some of the concerned parties may go as far as pursuing this issue in Local Planning Appeals Tribunal. I very much hope you make a decision to reject any new development in the area entirely before it gets to this stage.

ATTENTION CITY CLERK. I also request to e-mail me or mail me the relevant info on any future developments in this case, including all the changes, public meeting notices and the eventual decision.

Sincerely,

Dr. Oleg Kodolov
unit owner
95 Baseline Road West

From: Brister, Anne
Sent: Wednesday, July 29, 2020 2:53 PM
To: Macbeth, Travis
Subject: File OZ-9200, 122 Base Line Rd West

July 29, 2020

Hello Mr. MacBeth

This property is thickly wooded with numerous mature trees. Why, Why, Why is another beautiful green space going to be destroyed? What about the creatures who already live there. Does the City of London ever consider ecology? We live on a dying planet. Someone estimated that at least 1 trillion trees need to be planted. The City of London is more interested in destroying green spaces. Look at the children, the world they are going to live in will not be pleasant.

Anne Brister

Agency/Departmental Comments

London Hydro – May 1, 2020

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. However, London Hydro will require a blanket easement.

Upper Thames River Conservation Authority – June 8, 2020

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application 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)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether these lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

PROPOSAL

The applicant is proposing to construct a four-storey, 61 unit apartment building containing a minimum 30% affordable rent units. The proposal is requesting a reduced interior side yard setback, and a reduced parking rate for both vehicles and bicycles. The subject lands are currently zoned "Residential R8 Zone (R8-3)" and this application is requesting a zoning of "h-5*R8-3*B_". Additionally, the subject lands are designated "Multi-Family Medium Density Residential" and "Neighbourhoods" in the City of London Official Plan (1989) and The London Plan (2016), respectively, and a site specific amendment to Policy 961 and Map 7 are being sought to permit the proposed use.

BACKGROUND

Further to our letter provided through the Site Plan Consultation process (SPC18-061, addendum), dated January 20, 2020, the UTRCA has participated in a pre-consultation process with the applicant and their consulting team to establish a set of requirements based on the proposed development concept for an apartment building on the subject lands. Through this process, detailed discussions were undertaken with both City of London and UTRCA staff to develop a stormwater strategy to address the enclosure of Silver Creek and connections to upstream and downstream portions of this feature. These discussions alongside the preparation of an External Drainage Brief have satisfied the UTRCA's requirements at this stage in the planning process.

CONSERVATION AUTHORITIES ACT

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the "Provincial One Window Planning System for Natural Hazards" Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNR) and the Ministry of Municipal Affairs and Housing. This means that the Conservation Authority represents the provincial interest in commenting on *Planning Act* applications with respect to natural hazards and ensures that the proposal is consistent with the PPS.

The UTRCA's role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development proposals meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents as well as the policies in the UTRCA's Environmental Planning Policy Manual. (2006) Permit applications must meet the

requirements of Section 28 of the *Conservation Authorities Act* and our policies as set out in our Environmental Planning Policy Manual. This approach ensures that the principle of development is established through the *Planning Act* approval process and that subsequently, the necessary approvals can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

Section 28 Regulations - Ontario Regulation 157/06

The subject lands 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 riverine flooding hazard associated with Silver Creek.

Please refer to the attached mapping for the location of the identified feature. It should be noted that where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape is regulated by the UTRCA.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA's Environmental Planning Policy Manual is available online at:
<http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>

NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on Planning Act applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority's regulations with respect to site alteration and development activities.

The UTRCA's natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

2.2.4 Natural Hazard Features

An allowance of 15 metres has been added to the Riverine Hazard Limit for the purpose of maintaining sufficient access for emergencies, maintenance and construction activities. This allowance provides for an extra factor of safety providing protection against unforeseen conditions that may adversely affect the land located adjacent to a natural hazard area.

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands which is consistent with the Provincial Policy (PPS) and is intended to limit the number of owners of hazardous land and thereby reduce the risk of unregulated development etc.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach and uses that may be allowed in the flood plain subject to satisfying the UTRCA's Section 28 permit requirements.

3.2.5 Watercourse Policies

The UTRCA discourages the conversion of open surface watercourses and/or drains to closed drains. It appears that the applicant is proposing to alter Silver Creek.

In considering any proposed channel alterations, the following matters need to be addressed to the satisfaction of the UTRCA:

- Downstream and upstream flooding
- Loss of floodplain
- Flow and velocity
- Adjacent land use
- Biodiversity habitat
- Loss of stream functions
- Loss of groundwater infiltration
- Loss of buffers – corridors and terrestrial habitat
- Increased maintenance and chance of blockage

This information/justification should be included in an scoped Environmental Impact Study.

- Stormwater Management Report;
- Scoped EIS, speaking to the existing features and functions of Silver Creek and how the proposal will result in a net environmental benefit;

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are not** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

As indicated, the subject lands are regulated by the UTRCA and a Section 28 permit application will be required for the proposed development and associated works. The UTRCA has no objections to this application.

Should the Official Plan Amendment and Zoning By-law Amendment applications be approved, the UTRCA would have the following requirements through the Site Plan process:

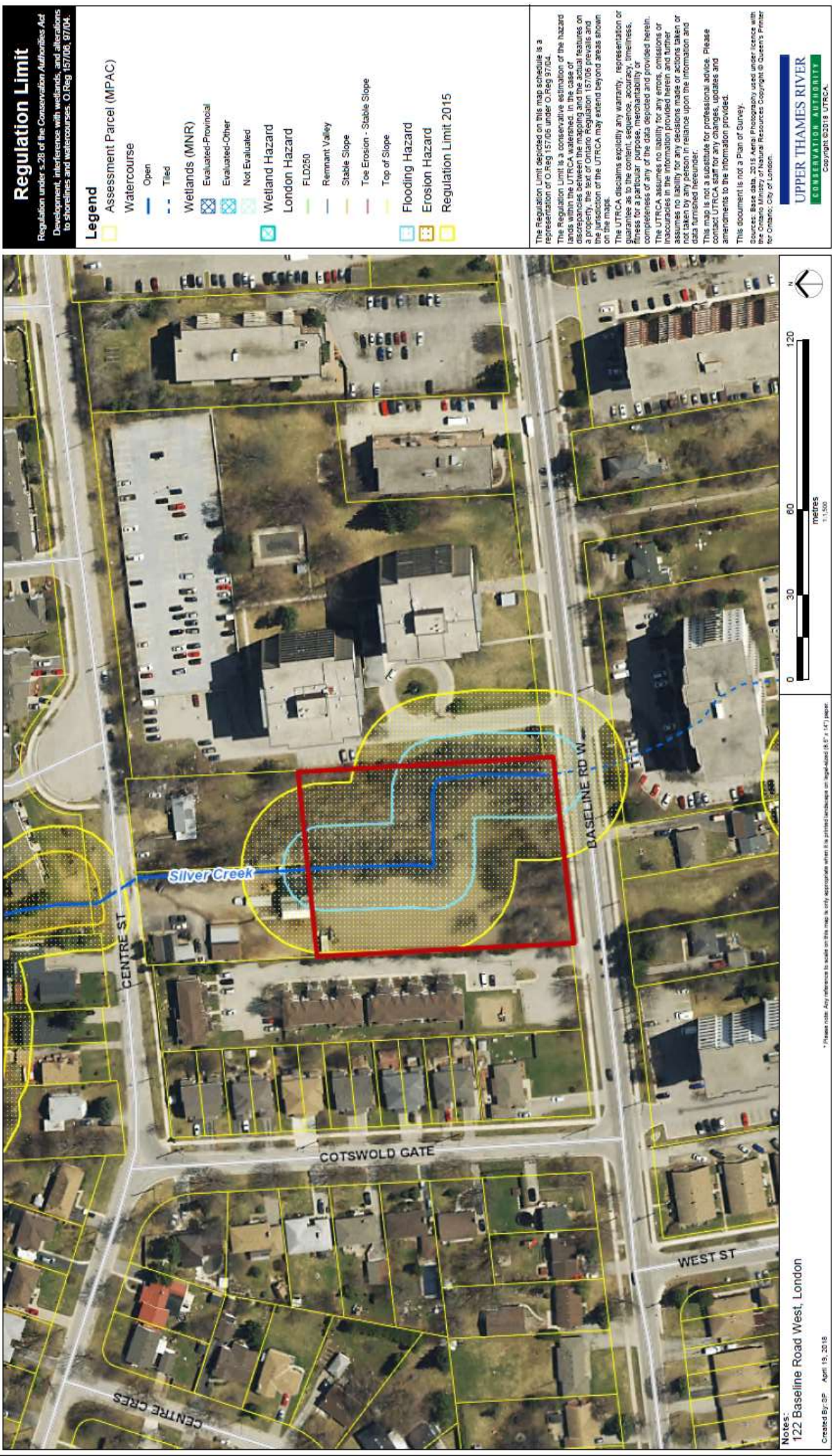
- Stormwater Management Report;
- Scoped EIS, speaking to the existing features and functions of Silver Creek and how the proposal will result in a net environmental benefit;
- Detailed site plan including identification of overland flow route and appropriate setback from this feature (future discussions required);
- Detailed landscape plan (retaining as much existing vegetation as possible);
- Grading plans; and,
- Sediment and erosion control plans.
- Please note that should any revisions to the proposal occur, these requirements are subject to change.

MUNICIPAL PLAN REVIEW FEE

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications and associated technical peer reviews. Our fee for the review of the Official Plan and Zoning By-law Amendment application is \$550.00. These fees will be invoiced to the owner under separate cover.

An additional fee will also be charged for the review of the site plan application and Section 28 permit application upon submission.

Enclosure [to UTRCA comments]: UTRCA Regulation Limit Mapping



Development Services

Urban Design – June 29, 2020

- Urban design staff have no concerns with the proposed site development concept as it generally implements many of the existing urban design related policies of the Official Plan as well as The London Plan.
- As the applicant is seeking to bonus without a fully developed site plan and building elevations they are proposing "Performance Standards" to be followed at time of site plan application. Although this is not a typical approach it is understood that the Housing Development Corporation will be seeking RFP's for the development of this site through a process following the rezoning. In order to provide further certainty to the neighbourhood and the City, the applicant should seek to tailor the zone in relation to its proposed Performance Standards, and only include standards for elements that could not be achieved through a zoning provision. The following is an excerpt from the Planning Justification report, specifically the proposed Performance Standards, followed by comments for each standard:
 - a building footprint, built height and spatial orientation that: serves to activate the street, is pedestrian "in scale"; and, establishes safe, direct and barrier-free accessible pedestrian connections throughout the Site and from the Site to the public realm;
 - *The height of the building should be established within the zoning permissions. The remainder should remain as a performance standard.*
 - a principle building entrance that further serves to activate the streetscape and reinforce the "front facing" built form;
 - *This should remain as a performance standard.*
 - a built form that serves to transition seamlessly and logically into the neighbourhood;
 - *This performance standards should be removed as the ultimate height of the building is established through zoning permissions, that maximum height should be such the future building will achieve this objective.*
 - a building footprint that serves to provide for enhanced rear and side yard setbacks serving to mitigate and contain on-site potential land use impacts;
 - *In order to be able to implement this objective, it should be built into the bonus zone. This can be done by providing rear yard and side yard setbacks that are greater than what is found in the standard zone. In order to implement a similar 'T'-shaped building the zoning for the side yard setbacks could be written to allow for 4.0m (as requested) for portions of the building with non-habitable room windows and a greater setback for portions of the building with habitable room windows.*
 - a parking area that: provides for safe, direct and barrier-free accessible pedestrian connections; is suitably sized to accommodate projected demand; and, is strategically located to minimize impacts on the public realm;
 - *This can remain as a performance standard.*
 - an outdoor amenity area that is not only sufficiently-sized and strategically located to provide for privacy and additional buffering opportunities and plantings, but also serves to mitigate overland flows and other potential SWM impacts;
 - *This can remain as a performance standard.*

- a desire to maintain, where possible, on-site green infrastructure in a manner consistent with the findings of the preliminary Tree Preservation Report; and,
 - *This can remain as a performance standard.*
- a defined snow storage area and temporary outdoor garbage collection pickup point (all screened from the public realm).
 - *This should be removed as a performance standard as these elements are standard elements of site design that will be dealt with through the Site Plan Application process.*
- The finalized performance standards should be included within the Bonus Zone provisions in order to be implementable through the subsequent Site Plan Application process.
- As there are no elevations included with this bonus zone, there will likely be further building design related urban design comments at time of Site Plan Application.

Site Plan (Initial) – June 16, 2020

1. Please verify that trees up to 3m outside of property line were captured in Tree Protection Report
2. Potential butternut setback of 25m is encroached by building footprint and excavation works. Will require assessment by Certified Butternut Health Inspector, DNA testing and report to MNR.
3. Inspect Silver Maples in Baseline road allowance, inspect for health, safety. Accurately record location of a plan to be submitted to Roadside Operations for assessment. Make recommendations on which trees to be remove and which trees are to be retained. Include any methods to lessen impacts of development on trees proposed for retention.

Site Plan (Updated) – July 9, 2020

1. The new report does capture the offsite trees as requested. They are showing on the plan tree protection fencing for these trees at their drip lines.
 2. The building footprint does not enter into the habitat protection. A small arch of pathway comes into the zone but we can address this in Site Plan.
 3. Less trees were identified in the road allowance. I have sent the plan to Roadside. The applicant will need to contact Roadside Operations to remove the three trees from the road allowance.
-

Environmental and Engineering Services Department – June 1, 2020

Transportation:

- Right of way widening dedication of 10.75m from centre line required along Baseline Road West
- Access to comply with AMG and provide for a 10m tangent between curb returns of adjacent driveway located to the west (132 Baseline Road West)
- Detailed comments regarding access design and location will be made through the site plan process

Sewers:

- The Municipal sanitary sewer available is an existing 1050 mm diameter sanitary sewer on Baseline Road West.
- A new 150mm diameter or larger PDC will be required consistent with City of London Standard and design criteria for the proposed use. PDC 200mm in diameter will require that the connection be to the main sewer using a maintenance

hole. In addition, any existing services (PDCs) no longer proposed for use are to be properly abandoned.

Water:

- Water is available for the subject site via the municipal 200mm watermain on Baseline Road West.

Stormwater:

- At the site plan application a comprehensive SWM Report is required addressing any outstanding issues previously identified/discussed through of-line dialogs/consultations with SWED and UTRCA during the preparation of the feasibility report for this site.
- Additional SWM related comments will be provided upon future review of this site.

Parks and Recreation

Parks Planning and Design – May 25, 2020

- Parkland dedication will be calculated at 5% of the total site area and will be taken at the time of site plan approval in the form of a cash-in-lieu payment pursuant to the values in By-law CP-9.
- A tree preservation report and plan shall be completed for the application. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation. The report will also identify the locations for tree preservation fencing to protect existing.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 b, e, f, h, i

1.1.3 Settlement Areas

1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.1.3.6

1.4 Housing

1.4.1, 1.4.3

1.6.7 Transportation Systems

1.6.7.4

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1

2.0 Wise Use and Management of Resources

2.1

3.0 Protecting Public Health and Safety

3.1, 3.1.1, 3.1.7

1989 Official Plan

3.1.1 General Objectives of all Residential Designations

3.1.3 Multi Family, Medium Density Residential Objectives

3.3.1 Permitted Uses (MFMDR)

3.3.1.vii Residential Intensification (MFMDR)

3.3.2 Location (MFMDR)

3.3.3 Scale of Development (MFMDR)

3.7 Planning Impact Analysis

19.4.3 Holding Zones

19.4.4 Bonus Zoning

The London Plan

Key Directions – 55 to 62

City Structure Plan (Intensification, Primary Transit Area) – 79 to 92, Figure 3

Our City (Urban Regeneration) – 152, 154, 161

City Building (Homelessness Prevention and Housing) – 492 to 524

City Design (Streetscapes) – 221 to 241

City Design (Site Layout) – 252 to 269

Urban Place Types (Neighbourhoods: Vision, Use, Intensity, Form) – 916 to 936

Urban Place Types (Residential Intensification in Neighbourhoods) – 937 to 953

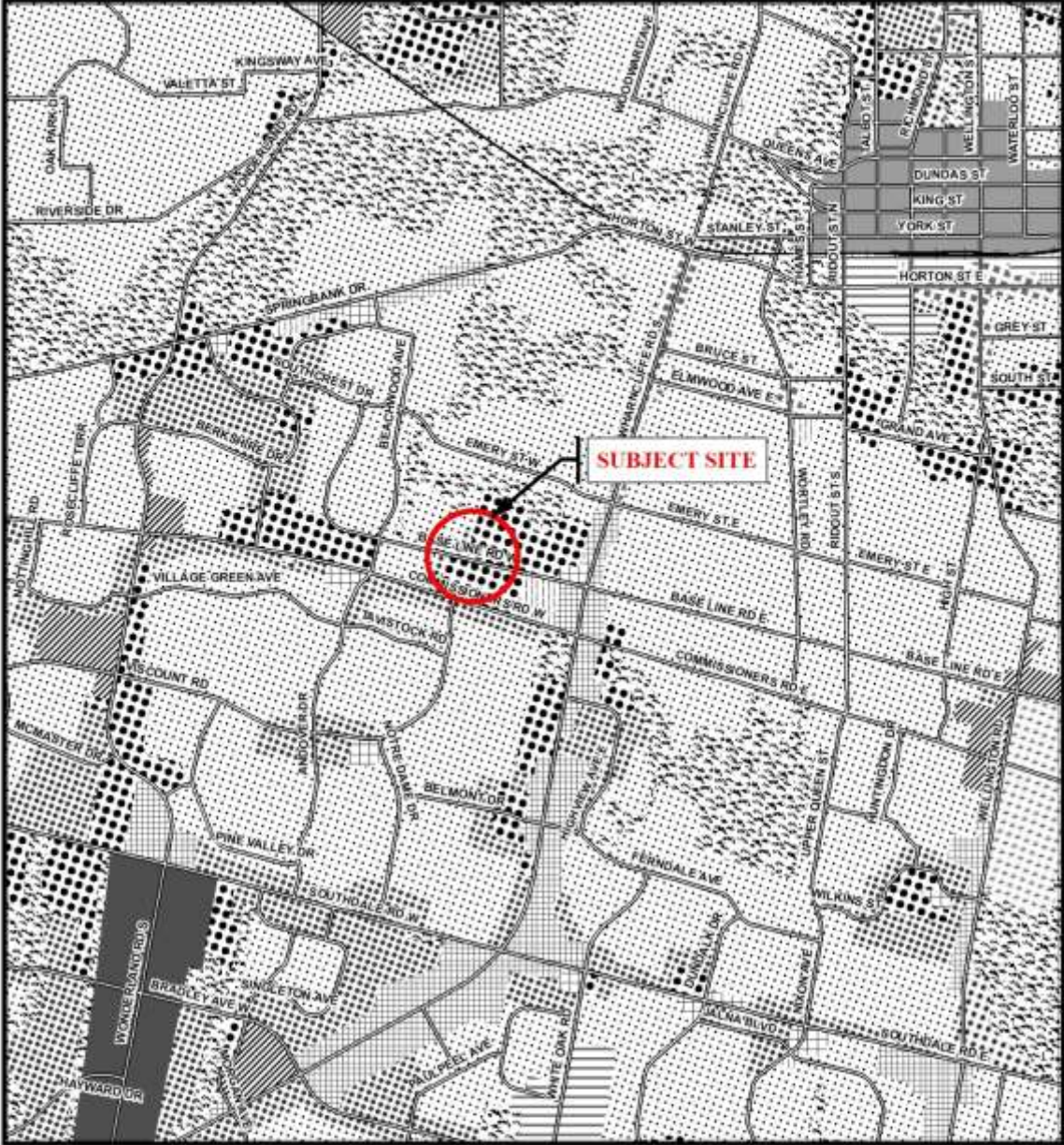
Our Tools (Specific Area Policies) – policies 1729 to 1734

Conservation Authorities Act

s. 28 Regulations

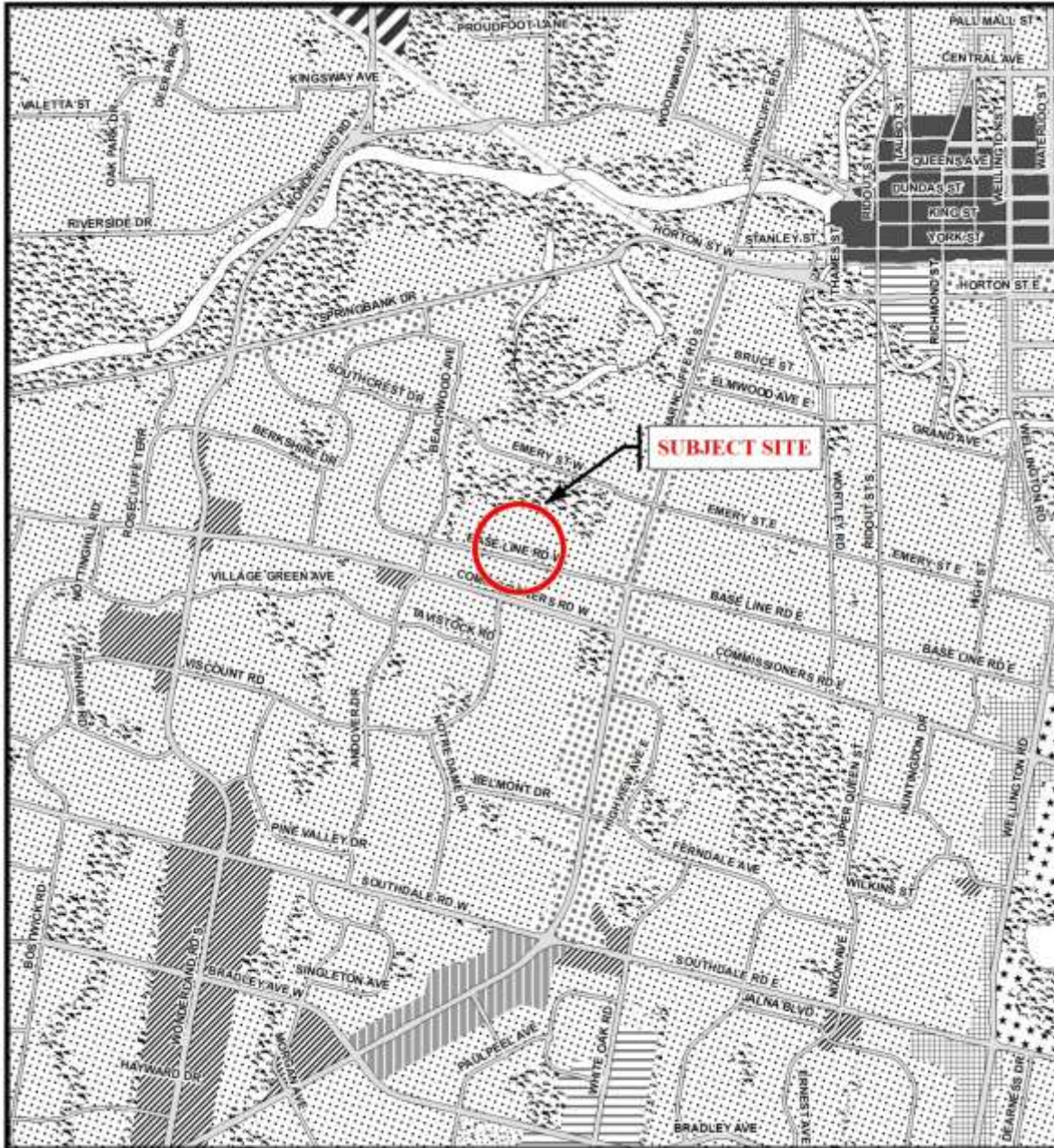
Appendix D – Relevant Background

Additional Maps



<p>Legend</p> <table border="0"> <tr> <td> Downtown</td> <td> Multi-Family, Medium Density Residential</td> <td> Office Business Park</td> </tr> <tr> <td> Wonderland Road Community Enterprise Corridor</td> <td> Low Density Residential</td> <td> General Industrial</td> </tr> <tr> <td> Enclosed Regional Commercial Node</td> <td> Office Area</td> <td> Light Industrial</td> </tr> <tr> <td> New Format Regional Commercial Node</td> <td> Office/Residential</td> <td> Commercial Industrial</td> </tr> <tr> <td> Community Commercial Node</td> <td> Regional Facility</td> <td> Transitional Industrial</td> </tr> <tr> <td> Neighbourhood Commercial Node</td> <td> Community Facility</td> <td> Rural Settlement</td> </tr> <tr> <td> Main Street Commercial Corridor</td> <td> Open Space</td> <td> Environmental Review</td> </tr> <tr> <td> Auto-Oriented Commercial Corridor</td> <td> Urban Reserve - Community Growth</td> <td> Agriculture</td> </tr> <tr> <td> Multi-Family, High Density Residential</td> <td> Urban Reserve - Industrial Growth</td> <td> Urban Growth Boundary</td> </tr> </table>			Downtown	Multi-Family, Medium Density Residential	Office Business Park	Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial	Enclosed Regional Commercial Node	Office Area	Light Industrial	New Format Regional Commercial Node	Office/Residential	Commercial Industrial	Community Commercial Node	Regional Facility	Transitional Industrial	Neighbourhood Commercial Node	Community Facility	Rural Settlement	Main Street Commercial Corridor	Open Space	Environmental Review	Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture	Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary
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<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9200</p> <p>PLANNER: TM</p> <p>TECHNICIAN: MB</p> <p>DATE: 2020/07/28</p>																											

PROJECT LOCATION: e:\planning\projects\p_official\plan\work\consolid00\excerpt\msd_templates\scheduleA_b&w_8x14_with_SWAP.mxd



Legend

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

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

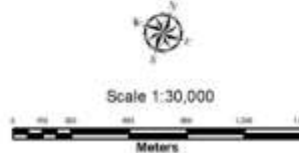
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

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

PREPARED BY: Planning Services

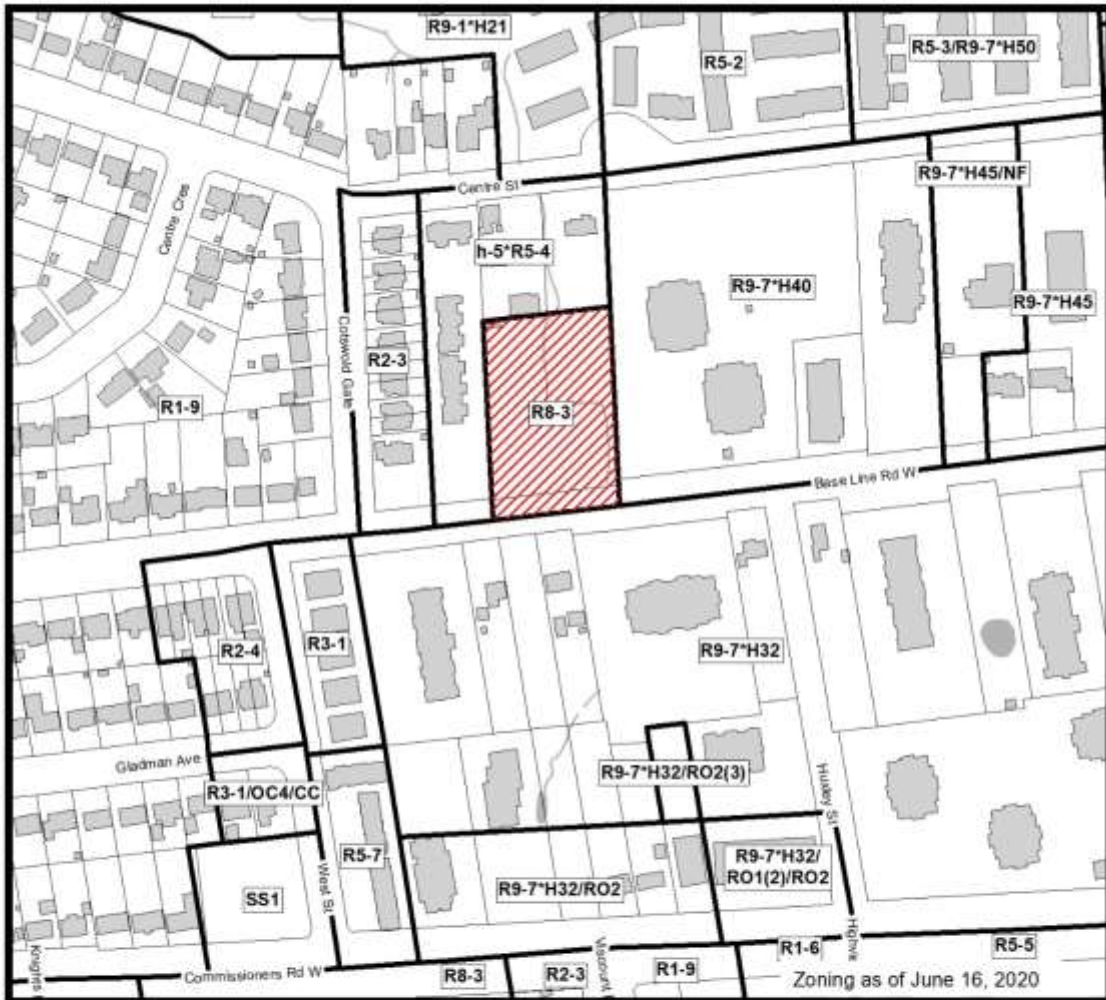


File Number: OZ-9200

Planner: TM

Technician: MB

Date: 2020/07/28



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R8-3

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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
 "B" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
 OZ-9200 TM

MAP PREPARED:
 2020/07/28 MB

1:3,000
 0 15 30 60 90 120
 Meters



LOCATION MAP

Subject Site: 122 Base Line Rd W
 File Number: OZ-9200
 Planner: Travis MacBeth
 Date: 28/07/2020

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



Scale 1:2500

Legend

-  Subject Site
-  Buildings
-  Parks
-  Driveways/Parking Lots

PUBLIC PARTICIPATION MEETING COMMENTS

3.4 PUBLIC PARTICIPATION MEETING – 122 Base Line Road West (OZ-9200)

- Councillor Cassidy: Thank you Mr. Macbeth. Councillor Hopkins.
- Councillor Hopkins: Thank you Mr. Macbeth. I do have a technical question regarding the thirty percent affordable units, there is sixty-one units. Do we know the make-up or the mix of these units at this time?
- Travis Macbeth, Planner II: Thank you. Through the Chair, I believe it is forty-seven one bedroom and then there was two or three two bedroom, sorry, two or three three bedroom and then the remainder being two bedroom. Mr. Giustizia can correct me if I am wrong but the thirty percent applied would be thirty percent minimum for each unit type.
- Councillor Cassidy: Any other technical questions? Councillor Turner.
- Councillor Turner: Thanks Madam Chair, I had an opportunity to discuss with Mr. Giustizia earlier but I am just curious about the bicycle parking and how that has changed so it's one per four units, what would normally be required?
- Travis Macbeth, Planner II: Through the Chair, I believe it is one per two but I would have to double check that. The rationale there being that generally people are inclined to keep them in their own units or that the storage that is available doesn't, in the same way that car parking isn't maximized, bicycle storage facilities aren't generally maximized so the one per four is, was deemed to be acceptable in other comparable buildings that the HDC have their affordable housing providers see.
- Councillor Turner: Thank you. I'll comment more later.
- Councillor Cassidy: Any other technical questions? Wonder, Mr. Giustizia, if you were needing or wanting to add anything to Mr. Macbeth's presentation?
- Steve Giustizia, CEO, Housing Development Corporation: Through you Madam Chair, I just want to, those two comments just maybe quickly, I think the numbers were forty-seven, ten and four. I just want to confirm that and then .75 is the normal for bicycle but overall I just want to acknowledge and thank Committee and City staff. I think what you're seeing in front of you and Mr. Macbeth just did a fabulous job summarizing it, is our work that preceded our, our acquisition of this property last year by, by a couple of years. There was a couple of years of policy work that went into this and I think what you're seeing today is the, is the result of what can be done very consistent within both the existing land use plans and also providing for best use and intensity in form. So, with that Madam Chair I, I have my Development Managers, Kim Wood, the Project Lead and Brian Turcotte, the Development Manager who took the planning lead on this and we're here to answer questions should you need.
- Councillor Cassidy: Thank you Mr. Giustizia. So now I will go to members of the public if there are any members of the public here for this application. Just check to see if you would like to address the Committee? I see somebody in Committee Room 5. If you just state your name and then you will have five minutes.

- My name is Mr. Oleg Kodolov and I am the owner of the units at 95 Base Line Road West which is in close proximity to the building and I have heard an overwhelmingly negative response from anyone I talked to about this proposed development and I notice the reason overwhelmingly negative response even in the document that I have read. There are many reasons for that but the main reason would be density and I'm not sure this can be addressed by making any minor changes to this project. Densities are too high already in this area and there is much emphasis on intensification but intensification is actually hurting residents by harming the ecology. It substantially reduces space between the buildings in the area where there's already very little space between the building and it increases the number of residents at a time when we need to think about more space even when the residents go for a walk during the time of Covid. I just suggest to the Council to find a less congested place for this kind of a project. I also ask the Councillors, if possible, to make sure that this area is not developed in future because there was already a project to develop this area several years ago. There was another different application and, at that time, it did not go through so I suggest to rezone it in such a way that nothing other than really tree planting is allowed in this area because it's a relatively, relatively narrow space in between the buildings which would definitely need for ecological reasons and I did read the application and I don't think congestion density concerns are addressed or even can be addressed in this kind of application and I really ask the Council to think about reasons other than intensification or issues other than intensification for the purposes of this project. For example, the application refers to a couple of small parks in the neighbourhood but in fact you have to walk quite a bit one little small parks and they're very small for the number of residents who live in this in this area and it's really an area of many apartments buildings, it's apartment building after apartment building, condo buildings, apartment buildings, various long-term care buildings, at least one long-term care building and really different residents including many retired residents who reside in this area do not have an opportunity to use a lot of open space. You really have to use your vehicle to drive to get to a good park and I would ask Council to think about issues other than intensification, no matter what the benefits of intensification might be. One issue certainly might be Covid-19 and necessity to have more distance between people even when they go for a walk as well as general, general issues of fresh air, regular ecological reasons. There are other reasons, by the way, presented against this project. You may refer to other submissions on this issue but this density issue and the ecological issue, I think, is the one that would be addressed and that's why I request to abandon, to abandon this project. Of course we all love the environment we can agree that we should reject the type of development that hurts both people and environment. It is very poorly allocated, that's the main reason, it really has to be somewhere else in a different part of the city, not where we have already so many different buildings and so I make recommendations to the full Council and to consider all the relevant reasons relating to density and environment cannot be addressed all relating to the health and wellbeing of people including many retired individuals living in this area relating to density as well as various other concerns being raised but those other concerns, even those, if those other concerns are addressed, for example, about potential changes in property values or crime rates in the area and various other comments that in fact you have online and I also heard about, from many residents, even if you address those concerns you cannot really address the issue of density and the damage to ecology that is being done and I strongly recommend to abandon the whole project altogether rather than, rather than make various changes to it. So I hope you will decide positively on this on the 29th. Thank you very much for attention.

- Councillor Cassidy: Thank you sir. Are there any other members of the public who would like to speak to this application? Looking in the committee rooms that I see on my screen and I'm not seeing anybody standing up, coming forward. Doesn't look there's any like there's anybody else who would like to comment from the members of the public so I will go to the Committee and ask for a motion to close the public participation meeting.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: Application by: Norquay Developments
1093 Westdel Bourne

Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, based on the application of Norquay Developments relating to a portion of the property located at 1093 Westdel Bourne, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R1 (R1-4) Zone.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to fulfil a condition of consent to ensure that the zoning on the blocks is identical to that of the corresponding blocks in the Eagle Ridge draft approved plan of subdivision (39T-17501) to permit the development of single detached dwellings.

Rationale of Recommended Action

1. The proposed development is consistent with the PPS, 2020 by promoting the efficient use of land.
2. The proposed development conforms with the in-force policies of The London Plan, including but not limited to permitted single detached dwelling use within the Neighbourhood Place Type.
3. The proposed development conforms with the in-force policies of the (1989) Official Plan, including but not limited to the permitted use of single detached dwellings in the Low Density Residential designation.
4. The recommended Zoning By-law amendment will ensure that the zoning of these lands corresponds with the zoning of five(5) partial lots within the Eagle Ridge draft approved plan of subdivision (39/t-17501).

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located on the west side of Westdel Bourne, north of Oxford Street West, south of Linkway Boulevard. The subject lands are located within the Riverbend Planning District, and within the Riverbend Area Plan prepared by the Planning and Development Department in April of 1998, and updated in June of 2001. As part of that Area Plan these lands were identified for future residential development and designated "Low Density Residential".

1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods Place Type
- (1989) Official Plan Designation – Low Density Residential
- Existing Zoning – Residential R1 (R1-14) Zone

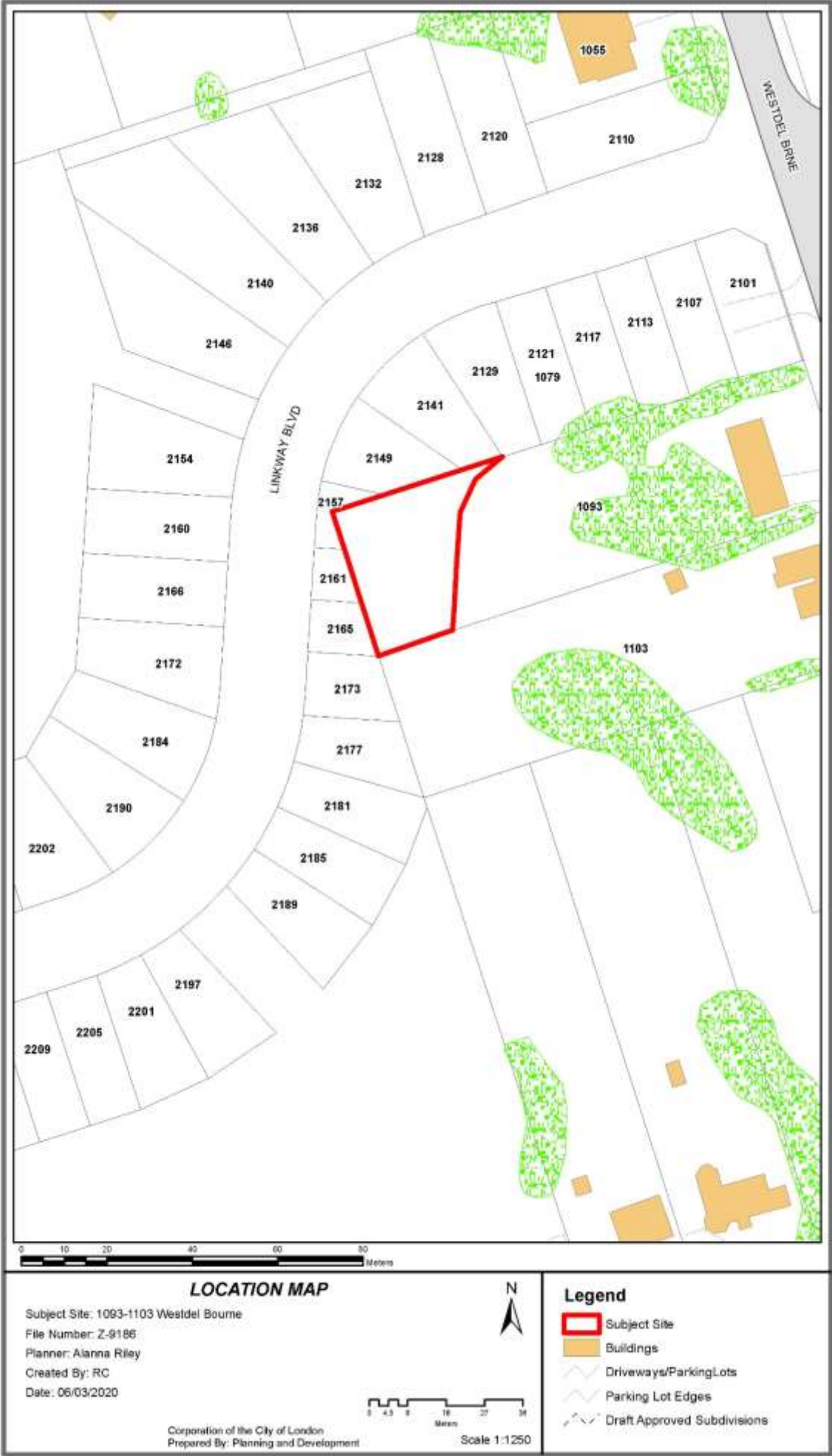
1.3 Site Characteristics

- Current Land Use – single detached dwelling on a large estate lot
- Frontage – N/A
- Depth – N/A
- Area – N/A
- Shape – irregular

1.4 Surrounding Land Uses

- North – residential
- East – residential
- South – residential
- West – residential

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The subject lands are Zoned Residential R1 (R1-14) which permits single detached dwellings on large estate lots. The residential lots within the Eagle Ridge draft approved plan of subdivision (39T-17501) are zoned Holding Residential R1 (h/h-82/R1-4). The zoning of the proposed conveyed lands do not match with the zoning of lands that they are to be joined to. As a result, the applicant required additional Planning Act approvals to ensure that the conveyed parcels are rezoned to comply with the regulations of the Zoning By-law as applied in the Eagle Ridge draft approved plan of subdivision (39T-17501)

Therefore, the purpose and effect of this zoning change is to fulfil the condition of consent to ensure that the zoning on the blocks is identical to that of the corresponding blocks in the Eagle Ridge draft approved plan of subdivision (39T-17501) to permit the development of single detached dwellings.

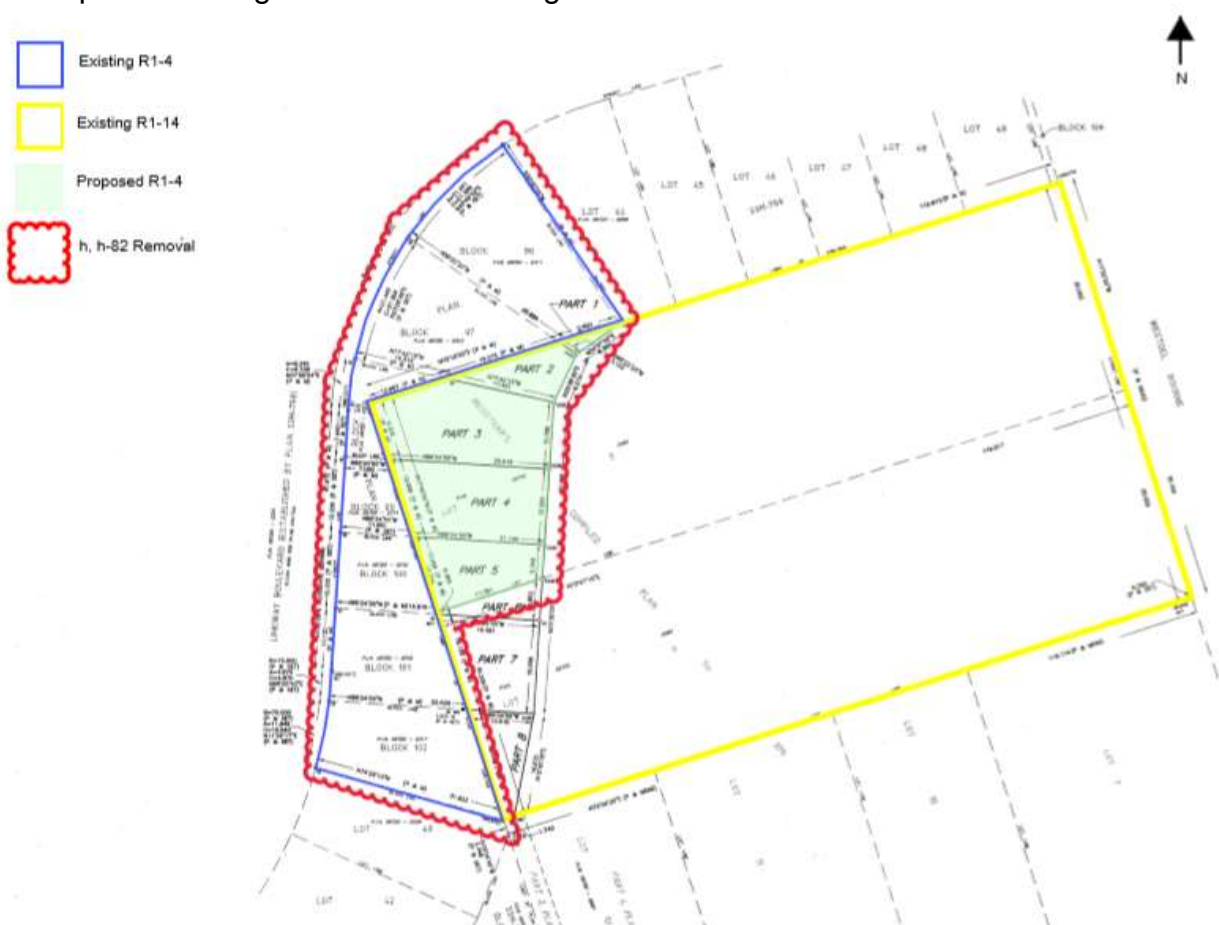


Figure 1 – Development Plan and Proposed Zoning

3.0 Relevant Background

3.1 Planning History

On December 13, 2019, The City of London Consent Authority, granted a consent (B.40/19) to sever 12.246m², 96.402m², 327.703m², 287.113m² and 169.412m² from 1093 Westdel Bourne and convey to 2141, 2149, 2157, 2161 and 2165 Linkway Boulevard for the purpose of future residential uses

3.2 Requested Amendment

The request is to amend the zoning Plan to change the zoning from a Residential R1 (R1-14) Zone to Residential R1 (R1-4) Zone to fulfil a condition of consent and permit the development of single detached dwellings.

3.3 Community Engagement (see more detail in Appendix B)

There have been no public comments to date.

3.4 Policy Context (see more detail in Appendix C)

The London Plan and the (1989) Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in The London Plan and (1989) Official Plan primarily relate to the physical development of the municipality, they also have regard for social, economic and environmental matters.

4.0 Key Issues and Considerations

4.1 Provincial Policy Statement (PPS) 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3) to be the main focus of growth and development and directs municipalities to provide for appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4).

The recommended amendment will provide for a healthy, livable and safe community. The proposed development plan provides for five (5) single detached dwelling lots.

The proposed use achieve objectives for efficient development and land use patterns, represents a form of intensification of a vacant parcel of land which is located within the City's urban growth area, utilizes existing public services and infrastructure, supports the use of public transit, and maintains appropriate levels of public health and safety.

The recommended Zoning Amendment is consistent with the PPS 2020.

4.2 The London Plan

The subject site is within the "Neighbourhood" Place Type of The London Plan. The vision for the Neighbourhoods place type includes a strong neighbourhood character, sense of place and identity, attractive streetscapes, buildings, and public spaces, a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so, well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown, lots of safe, comfortable, convenient, and attractive alternatives for mobility, easy access to daily goods and services within walking distance, employment opportunities close to where we live, and parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

The proposed development conforms with the Our City, Our Strategy, City Building, and Place Type policies of The London Plan. The proposal for single detached dwellings at this location meets the policies for the Neighbourhood Place types and street classifications. Municipal services are available, in conformity with the Civic Infrastructure chapter of the Plan and the Growth Management/Growth Financing.

4.3 (1989) Official Plan

The subject site is designated “Low Density Residential” in the (1989) Official Plan. The Primary permitted uses in the Low Density Residential designation are single detached, semi-detached, and duplex dwellings. (3.2.1). Developments within this designation should have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy (3.2.2).

This proposal is compatible with surrounding residential development and building placement. As the proposed single detached dwellings are a permitted use in the Low Density Residential designation and are proposed at a low-rise scale and form, the requested amendment is in conformity with the policies of the (1989) Official Plan.

4.4 Zoning By-law No.Z.-1

The Zoning By-law is a comprehensive document used to implement the policies of both The London Plan and the (1989) Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal. It is important to note that all three criteria of use, intensity, and form must be considered and deemed to be appropriate prior to the approval of any development proposal.

The subject lands are currently zoned Residential R1 (R1-14)

The recommended amendment to Zoning By-law No. Z.-1 is for a Residential R1 (R1-4) Zone to fulfil a condition of consent to ensure that the zoning on the blocks is identical to that of the corresponding blocks in the Eagle Ridge draft approved plan of subdivision (39T-17501) to permit the development of single detached dwellings.

Planning Impact Analysis under Section 1578 of The London Plan and Section 3.7 in the (1989) Official Plan is used to evaluate applications for an Official Plan and/or Zoning Amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses.

Compatibility

The requested zoning permits single detached dwellings. The requested zoning would permit the same zone in order for the lots to consolidate, and permit the development of single detached dwellings. The subject lands and the corresponding blocks in the adjacent draft approved plan of subdivision to which they will be joined to complete the planned vision for five (5) single detached building lots will be the subject a future zoning by-law amendment to remove the holding provisions applied to these lands at some point in the future.

The surrounding land uses consist of single detached homes to the east, and future residential uses to the north, south and west. The Applicant has indicated that the proposed development is likely to be two storeys in height. The proposed development is of a height and form which is compatible with the area.

Ability of Site to Accommodate Development

The size and the shape of the parcels merged within the subdivision is sufficient to create suitable single detached dwelling lots.

Building Siting

The recommended rezoning will fulfil a condition of Consent (B.40/19) that consolidated the subject lands with adjacent lands to the west to create single detached building lots with frontage on Linkway Boulevard.

Vacant Land in the Area

The subject site is located within an area which is currently being built out. There are vacant parcels of land within the immediate vicinity of the subject lands which are designated or zoned for residential development.

Vegetation and Natural Features

The site does not contain any natural heritage features.

Site Access

The proposed single detached dwellings will front onto Linkway Boulevard which is proposed to extend north to connect with Westdel Bourne.

Surrounding Natural Features and Heritage Resources

The surrounding area is developed and there are no significant natural features.

Environmental Constraints

Based on a review of the site and its surroundings, there are no known environmental constraints, such as soil contamination or noise and vibration sources, which could adversely affect residents.

Compliance with London Plan, (1989) Official Plan, Zoning By-law, and Site Plan Control By-law

The application is being evaluated against the policies of The London Plan, (1989) Official Plan, and Zoning By-law to ensure compliance prior to approval by the City.

Holding Provisions

The adjacent residential lots within the Eagle Ridge draft approved plan of subdivision (39T-17501) are zoned Holding Residential R1 (h/h-82/R1-4) with holding provisions "h" and "h-82" holding provisions as outlined below:

Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.

Purpose: To ensure that there is a consistent lotting pattern in this area, the "h-82" symbol shall not be deleted until the part block has been consolidated with adjacent lands.

The applicant has submitted an application to remove these holding provisions prior to the issuance of any future building permits.

5.0 Conclusion

The proposed rezoning is consistent with the Provincial Policy Statement, 2020, and conforms to the relevant policies of The London Plan and the (1989) Official Plan. The recommended zoning fulfills a condition of consent (B.40/19) and ensures that the single detached building lots are all within the Zone, representing good land use planning.

Prepared by:	Alanna Riley, MCIP, RPP Senior Planner, Development Services,
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 14, 2020
AR/ar

cc. Matt Feldberg, Manager, Development Services

Lou Pompili, Manager, Development Planning

Melissa Campbell, Manager, Development Planning

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to rezone a portion of land located at 1093 Westdel Bourne

WHEREAS Norquay Developments applied to rezone a portion of land located at 1093 Westdel Bourne as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to a portion of land located at 1093 Westdel Bourne, as shown on the attached map comprising part of Key Map No. A.105 from a Residential R1 (R1-14) Zone to a Residential R1 (R1-4) Zone.

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

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

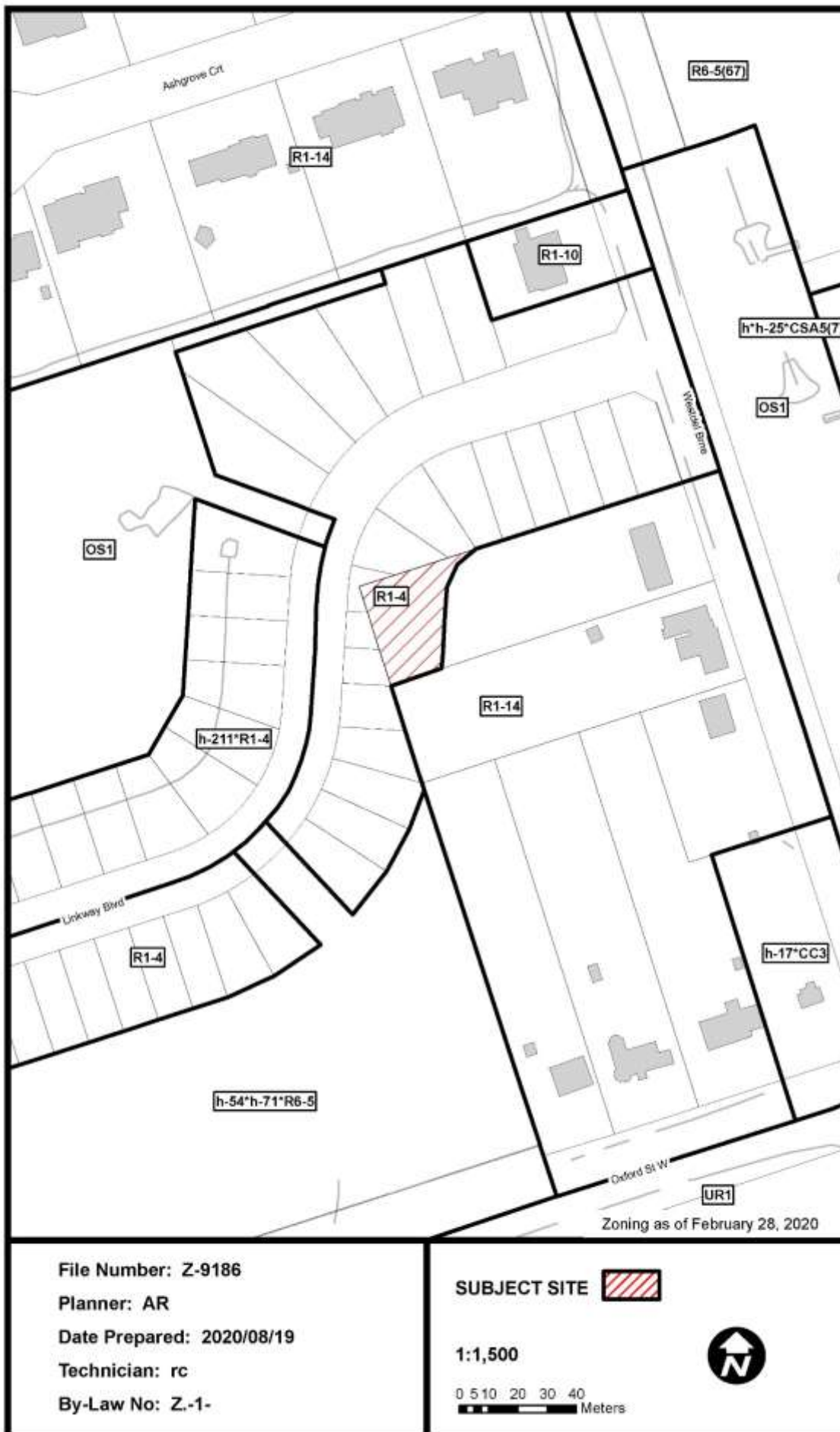
PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On March 12, 2020 Notice of Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 12, 2020. A “Planning Application” sign was also posted on the site.

No replies were received

Nature of Liaison:

The purpose and effect of this zoning change is to permit single detached dwellings and to match the surrounding zoning in the area.

Agency/Departmental Comments

Parks Planning

Parks Planning and Design do not have concerns with the proposed application.

Heritage

There are currently no heritage planning or archaeological issues related to this property and associated file.

Development Services – Engineering

No comments for the re-zoning application.

London Hydro

This site is presently serviced by London Hydro. Contact the Engineering Dept. a service upgrade is required to facilitate the new building /addition Any new and/or relocation of existing infrastructure will be at the applicant’s expense. Above-grade transformation is required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

1.1.1 c – avoid land use conflicts

1.1.3.1 – settlement areas

1.1.3.2 – efficient use of land

1989 Official Plan

Chapter 3: Low Density Residential

The London Plan

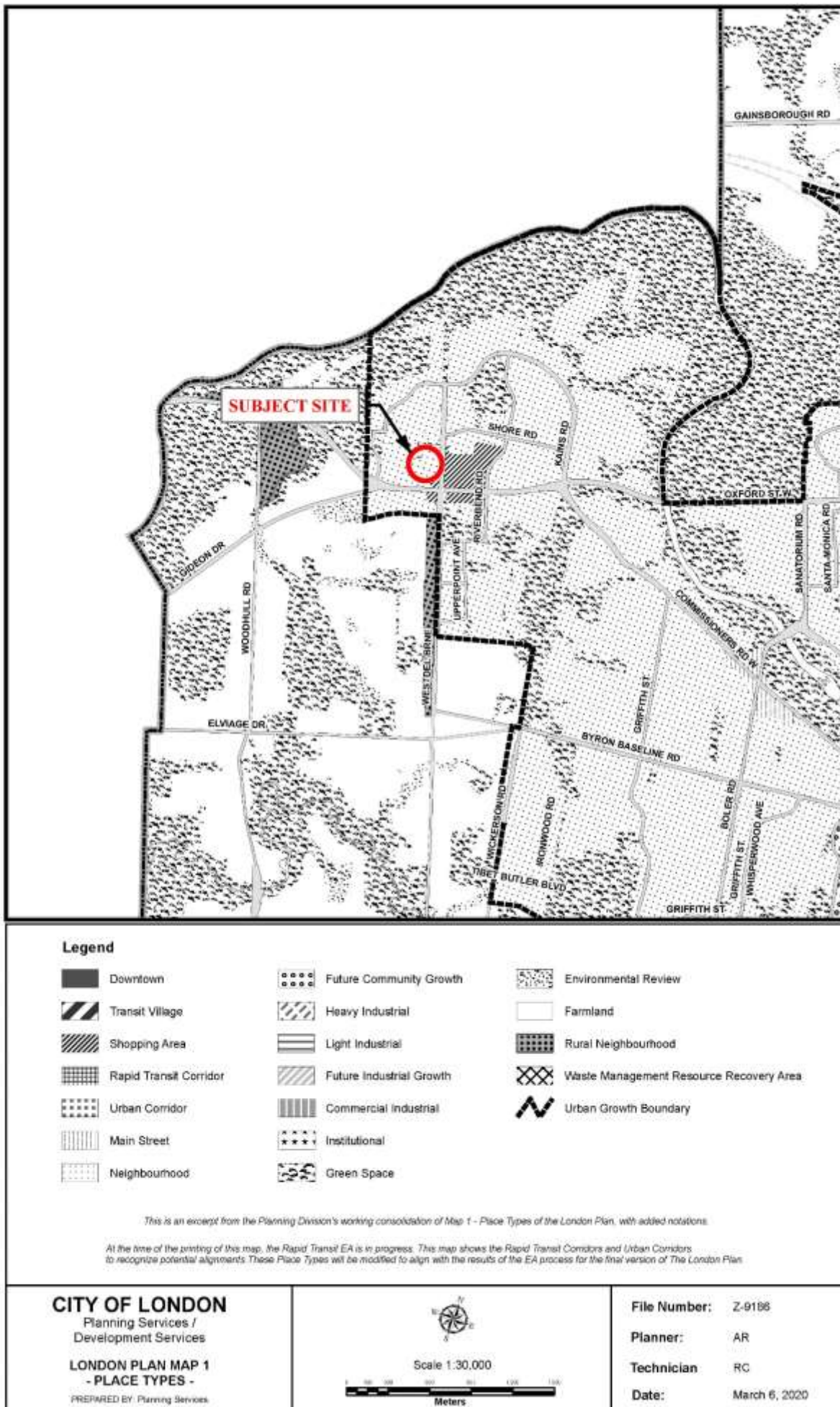
916 – Neighbourhood Place Type

921 – Permitted Uses

Appendix D – Relevant Background

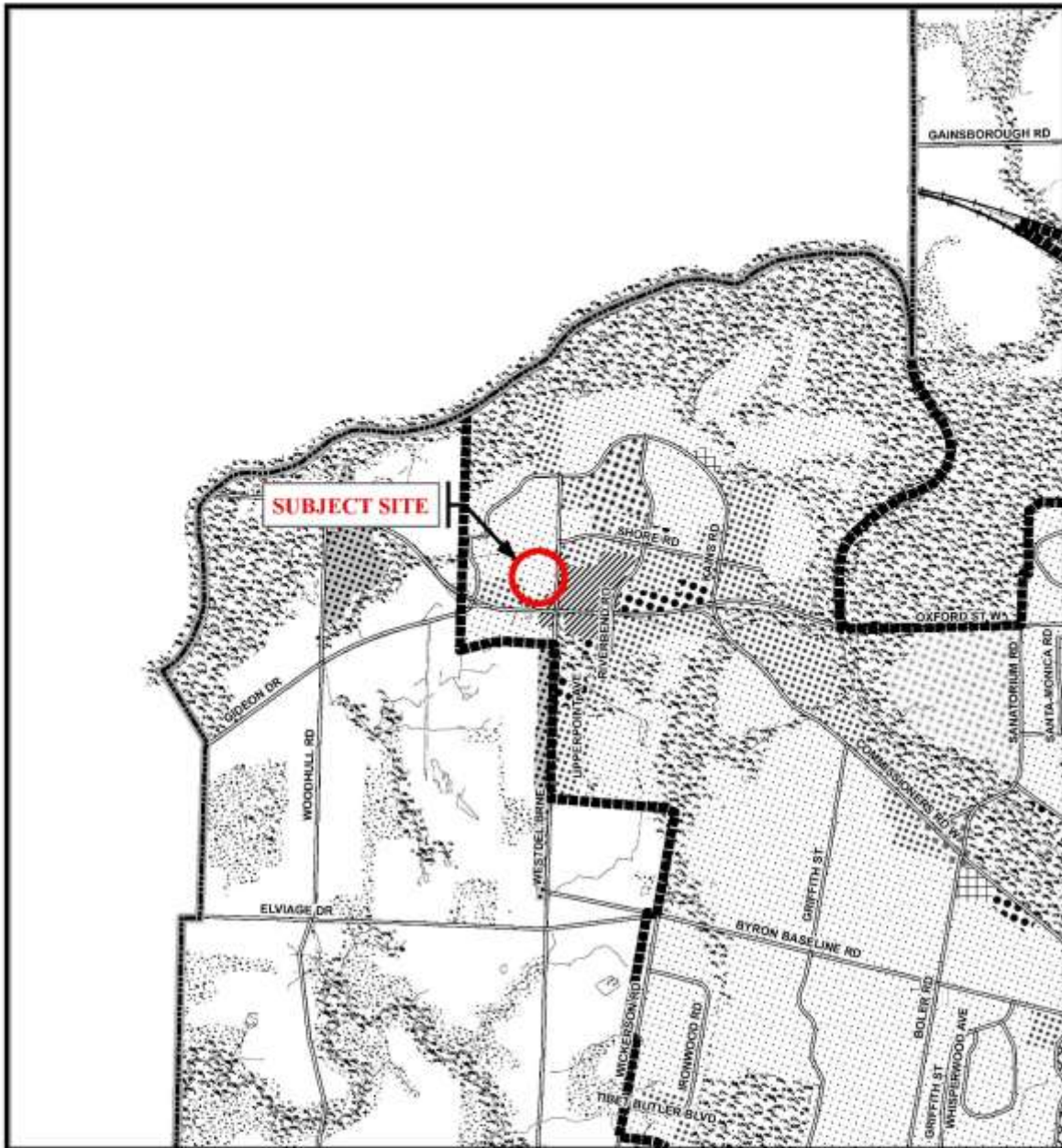
Additional Maps

The London Plan Map 1 – Land Use



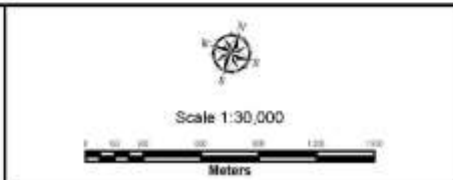
Project Location: E:\Planning\Projects\p_officialplan\workconso\00\excerpts_LondonPlan\mxd\Z-9186-Map1-PlaceTypes.mxd

1989 Official Plan Schedule A – Land Use



Legend			
	Downtown		Office Business Park
	Enterprise		General Industrial
	Enclosed Regional Commercial Node		Light Industrial
	New Format Regional Commercial Node		Regional Facility
	Community Commercial Node		Community Facility
	Neighbourhood Commercial Node		Open Space
	Main Street Commercial Corridor		Urban Reserve - Community Growth
	Auto-Oriented Commercial Corridor		Urban Reserve - Industrial Growth
	Multi-Family, High Density Residential		Rural Settlement
	Multi-Family, Medium Density Residential		Environmental Review
	Low Density Residential		Agriculture
	Office Area		Urban Growth Boundary
	Office/Residential		

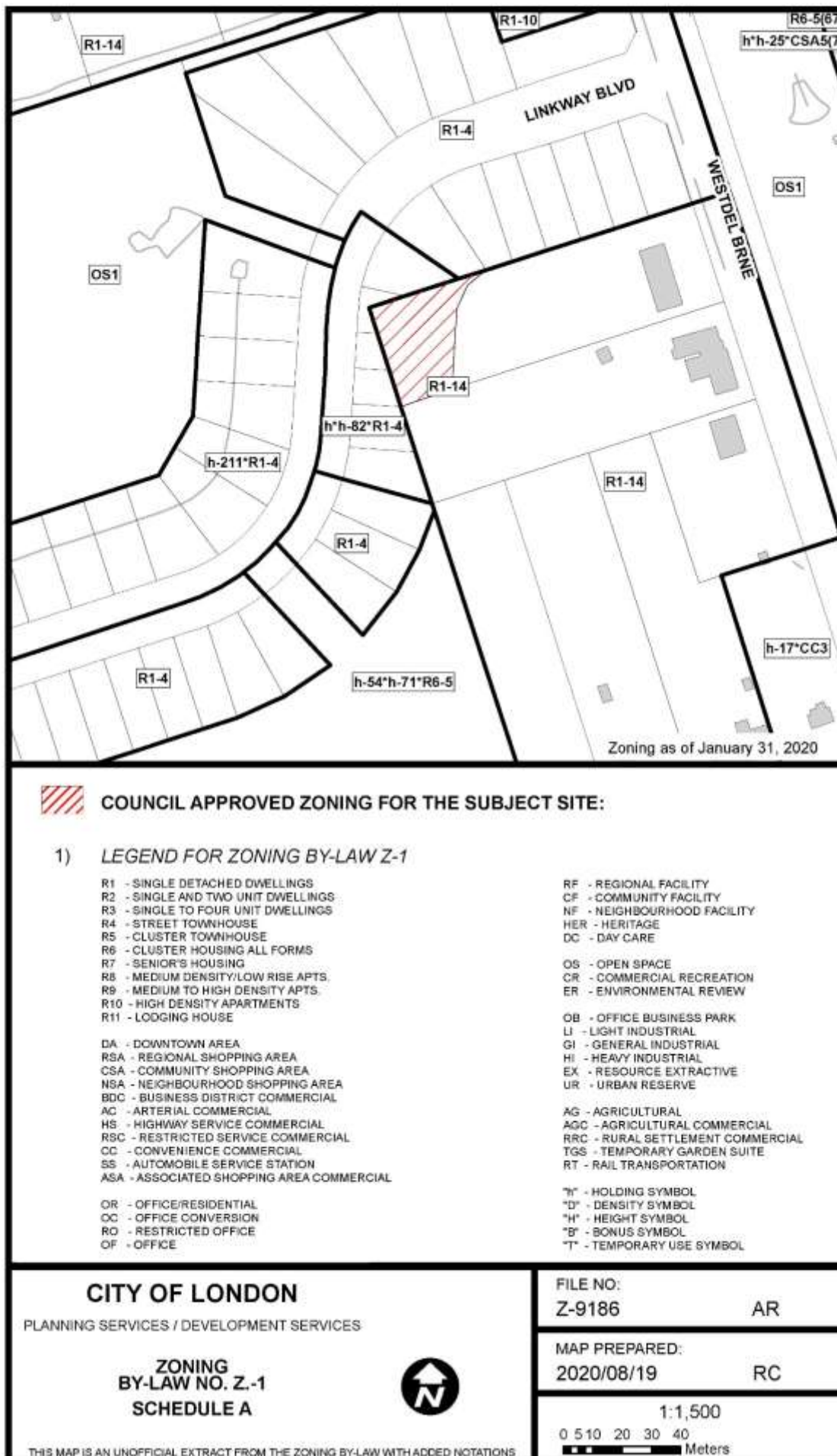
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9186
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 06/03/2020

PROJECT LOCATION: e:\planning\projects\ip_officialplan\work\onsole00\excerpts\mxd_templates\scheduleA_NEW_b&w_Bx14.mxd

Zoning By-law Z.-1 Map



PUBLIC PARTICIPATION MEETING COMMENTS

3.5 PUBLIC PARTICIPATION MEETING – 1093 Westdel Bourne (OZ-9186)

- Councillor Cassidy: Thank you Ms. Riley. Any technical questions? Seeing none. Is the applicant here and would the applicant like to address the Committee?
- Hello. My name is Colin McClure. I work for West Kains Land Corp, the applicant. I'd just like to say thank you to staff for the report and that we agree with their recommendation. Any questions I am happy to answer them. Thank you.
- Councillor Cassidy: Thank you sir. I'll go to the committee rooms to see if there are any members of the public who would like to comment on this application? I'll go again, any members of the public in any of the committee rooms who have questions or comments on the application at 1093 Westdel Bourne? Seeing none I will look for a motion to close the public participation meeting.

Report to Planning and Environment Committee

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

**From: G. Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official**

**Subject: Speyside East Corporation
799 Southdale Road West**

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Speyside East Corporation relating to the property located at 799 Southdale Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on September 29, 2020 to amend the Official Plan for the City of London (1989):
- i) by changing the land use designation **FROM** "Low Density Residential" **TO** "Multi-Family, Medium Density Residential",
 - ii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.17 Appendix 1 (Official Plan Extracts) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - iii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.3.4 - Schedule 2 (Multi-Use Pathways and Parks) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - iv) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.5 - Schedule 4 (Southwest Area Land Use Plan) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - v) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - vi) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential"; and
 - vii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential";

- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting to be held on September 29, 2020 to amend the Official Plan for the City of London (1989) to **ADD** a policy to Section 10.1.3 – “Policies for Specific Areas” to allow the site to develop with reduced setbacks, building heights of 6-storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West to permit a 6-storey continuum-of-care facility; 5-storey apartment buildings; and townhouse units;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend The London Plan to change Policy 1565_5 (List of Secondary Plans) Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan):
- i) by changing the land use designation of 20.5.17 Appendix 1 (Official Plan Extracts) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - ii) by changing the land use designation of 20.5.3.4 - Schedule 2 (Multi-Use Pathways and Parks) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - iii) by changing the land use designation of 20.5.5 - Schedule 4 (Southwest Area Land Use Plan) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - iv) by changing the land use designation of Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - v) by changing the land use designation of Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”; and
 - vi) by changing the land use designation of Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
- (d) the proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (1989), Southwest Area Secondary Plan and The London Plan as amended in parts (a) through (c) above:
- i) to change the zoning of the subject property **FROM** an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6) Zone **TO** a Residential R7 Special Provision (R7()*H20*D100) zone on the western portion of the lands to permit a minimum front yard setback of 0.5 metres, a minimum exterior side yard setback of 9.2 metres, a front lot line that is deemed to be Southdale Road West, and to permit Continuum-of-Care Facilities to be owned and/or operated by a for-profit entity.
 - ii) to change the zoning of the subject property **FROM** an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6) Zone **TO** a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3()) Zone on the eastern portion of the lands to permit a maximum density of 100 units per hectare, minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, a minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.
 - iii) To change the zoning of the subject property **FROM** a Residential R2 Special Provision/Residential R4 Special Provision (R2-1(13)/R4-3(1) Zone **TO** a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3()) Zone on the eastern portion of the lands to

permit a maximum density of 100 units per hectare, minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, a minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.

- (e) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed Official Plan amendment and Zoning By-law Amendment as:
- i) The changes represent technical amendments to the 1989 Official Plan and The London Plan to facilitate amendments to the Southwest Area Secondary Plan, and Zoning Bylaw; and,
 - ii) The recommended Official Plan amendment and Zoning By-law amendment have the same effect as the proposed Official Plan amendment circulated in the Notice of Application and the Public Meeting Notice.

Executive Summary

Summary of Request

The requested amendments would permit a mixed residential development including a continuum-of-care facility, apartment buildings and townhomes with heights densities and setbacks that are consistent with the intent of the Secondary Plan.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendments will permit 2, five-storey apartment buildings with a total of 196 residential units; 33, two-storey townhouse units and a six-storey continuum-of-care facility with 268 units. Parking for the proposed development will include spaces within a new underground parking structure and at-grade parking located outside of the structure.

Rationale of Recommended Action

1. The recommended amendments are consistent with the 2020 Provincial Policy Statement (PPS) which direct municipalities to ensure development provides healthy, liveable and safe communities, and that provide for an appropriate range and mix of housing types and densities.
2. The recommended amendments conform to the in-force policies of the (1989) Official Plan including, but not limited to, the policies of Chapter 10 which list the necessary condition(s) for approval of Policies for Specific Areas to facilitate the development of the subject lands to a Multi-family, Medium Density Residential development, supporting Southwest Area Plan policies and the recommended Multi-family Medium Density Residential designation.
3. The recommended amendments conform to the in-force policies of The London Plan including, but not limited to, the Southwest Area Secondary Plan. Overall, the proposed residential uses will serve the intended function of the Neighbourhoods Place Type while providing for a manner which respects the intended form and character of the area through conformity with the Southwest Area Plan's Urban Design Guidelines.
4. The recommended amendments conform to the policies of the Southwest Area Secondary Plan (SWAP).
5. The recommended amendments would provide the necessary guidance for the developer and staff, and would direct the most intense residential uses along Southdale Road West, an arterial road, with a transition to less intensive forms adjacent to the low density residential to the south. The overall height and density of

this proposal would be in keeping with the proposed Multi-family, Medium Density Residential density target for these lands. This marginal increase in height and density for this development will not cause serious adverse impacts for surrounding residential land uses.

6. The recommended amendments to Zoning By-law Z.-1 will conform to the (1989) Official Plan, Southwest Area Secondary Plan and The London Plan as recommended to be amended. The recommended amendments to the Zoning By-law with special provisions will provide for an appropriate development of the site.
7. The holding provisions on the subject site are recommended to be removed as all conditions have been satisfied.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located at the southeast corner of Southdale Road West and Tillman Road, between Colonel Talbot Road to the west and Bostwick Road to the east. The lands recently underwent a reconfiguration to facilitate the development of single detached dwellings fronting onto Tillman Road. The lands are currently vacant with a lot frontage of approximately 262.3m and lot area of approximately 4.1 ha. The subject lands abut low density residential to the south, vacant residential land to the east, proposed residential with commercial across Tillman Road to the west, and a warehouse located directly across Southdale Road west to the north. There are no significant vegetation or natural features on the lands.

1.2 Current Planning Information (see more detail in Appendix D)

Official Plan Designation – Low Density Residential
The London Plan Place Type – Neighbourhoods Place Type
Existing Zoning – Urban Reserve (UR1) Zone and a holding Residential R4
Special Provision (h-56*h-84*R4-6(6) Zone

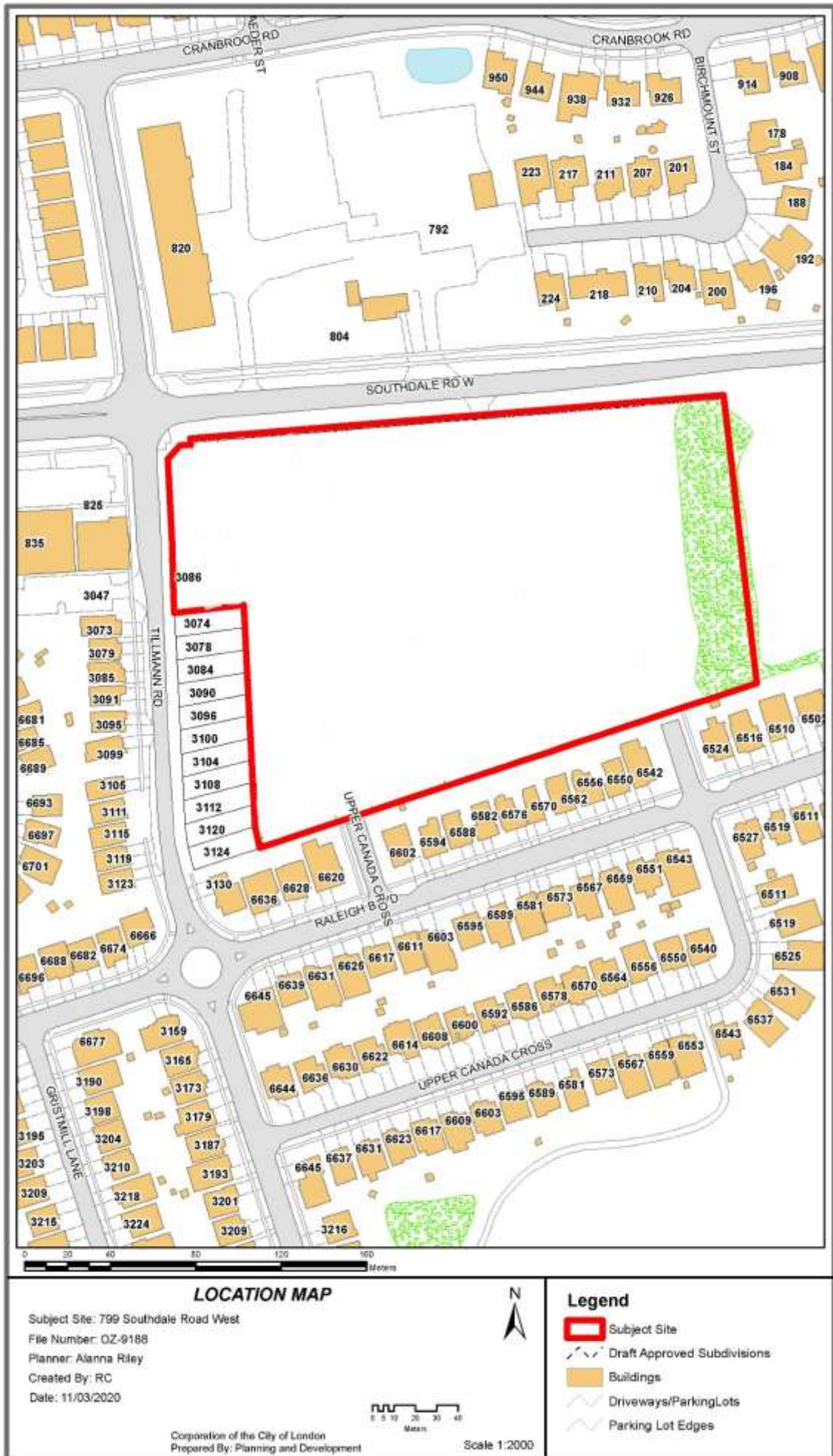
1.3 Site Characteristics

Current Land Use – Vacant
Frontage – approximately 262.3m
Area – approximately 4.1 ha
Shape – Irregular

1.4 Surrounding Land Uses

North – warehouse and low density residential
East – future low density residential and multi-family medium density residential
South – low density residential
West – commercial

1.5 Location Map

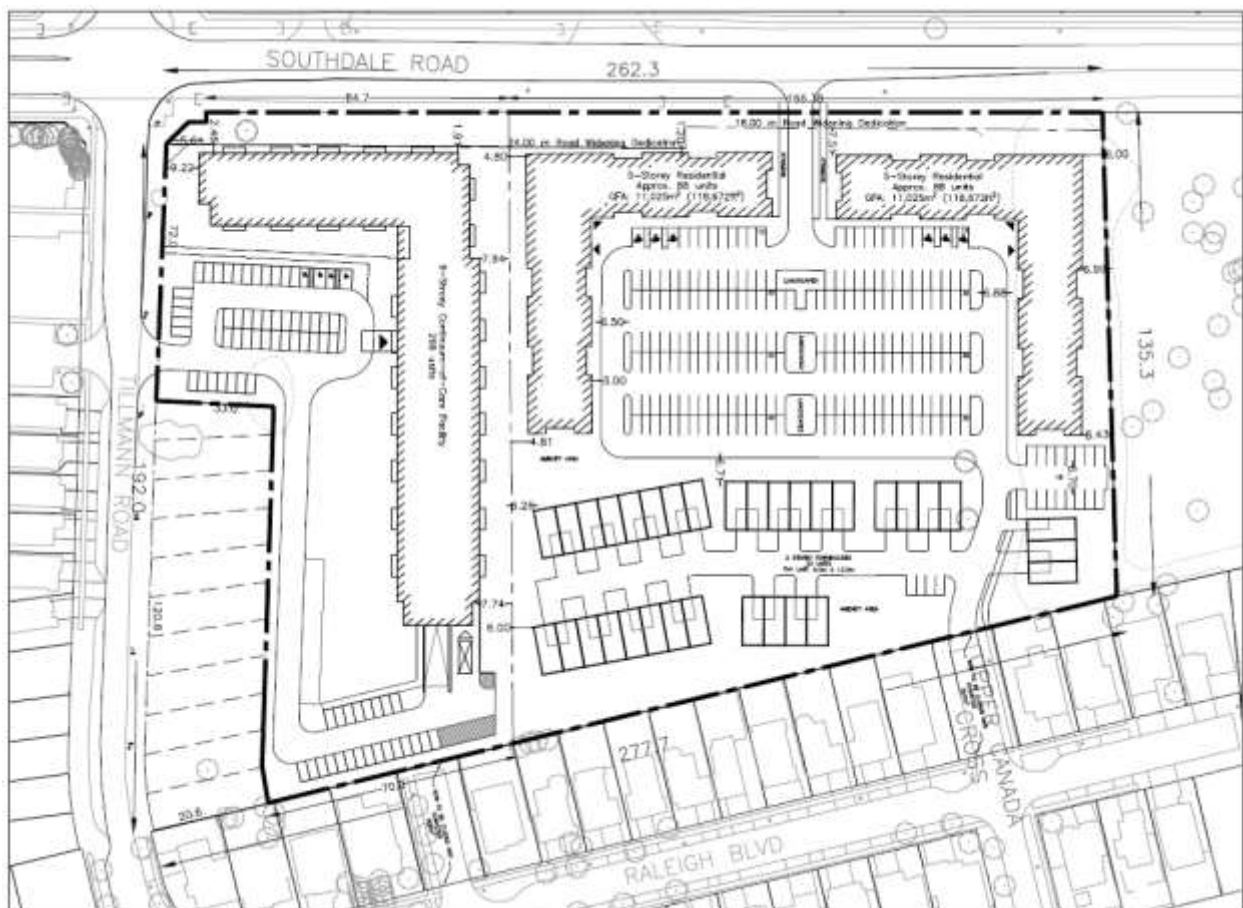


2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a 6-storey continuum-of-care facility on the west portion of the subject lands with 268 units, underground parking and at grade parking and access off of Tillman Road. Two, 5-storey apartment buildings and thirty-three, 2.5-storey townhouse dwellings are proposed for the east portion of the subject lands. There is a total of 196 units proposed for the apartment buildings with surface parking located centrally. Access is proposed off of Southdale Road West and Upper Canada Crossing.

In order to facilitate this request the application proposes to amend the Official Plan by adding a “Special Policy” to Chapter 10 – Policies for Specific Areas, to amend the Official Plan, Southwest Area Plan and The London Plan to “Multi-Family Medium Density Residential” and amend the Zoning By-law to allow the requested uses with special regulations.



Site Concept Plan submitted to support the requested amendment

3.0 Relevant Background

3.1 Planning History

The lands which are the subject of this application are located within the North Talbot Community Planning area. City Council adopted the North Talbot Area Plan on December 20, 1999 pursuant to Section 19.2.1 of the Official Plan, as a guideline document for the review of development applications, the planning of public facilities and services, and as the basis for amendments to the Official Plan and Zoning By-law within the North Talbot Community Plan study area.

On October 16, 2006 an application for Draft Plan of Subdivision approval, an Official Plan Amendment and a Zoning By-law Amendment was submitted. Draft approval was never approved for this file due to servicing constraints and the file was closed.

The Southwest Area Secondary Plan (SWAP) was initiated in 2009 and was presented to the Planning and Environment Committee on April 26, 2010. The Secondary Plan

was intended to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road, east of Dingman Creek and north of the Highway 401/402 corridor. On November 20, 2012, Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541 (relating to the Secondary Plan). The Secondary Plan was appealed by numerous parties although and amended Secondary Plan was approved by the Ontario Municipal Board on April 29, 2014. The subject lands are within the North Talbot Residential Neighbourhood in SWAP.

It should be noted that the “Low Density Residential” designation was applied to these lands during the SWAP process due to an active subdivision application that proposed single detached dwellings on local roads.

3.2 Requested Amendment (by Applicant)

The applicant has requested an Official Plan amendment (OPA) to the (1989) Official Plan to change the land use designation from “Low Density Residential” to “Multi-Family Medium Density Residential” and to add a policy to Chapter 10 (Policies for Specific Areas), that would allow the site to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, to permit a 6-storey continuum-of-care facility; 5-storey apartment buildings; and townhouse units.

The applicant has also requested that Section 20.5 of the Southwest Area Secondary Plan be amended to change Schedule 4 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”; and, Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Multi-Family, Medium Density Residential”.

The applicant also requested to change the zoning from an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6)) Zone to a Residential R5 Special Provision (R5-7()) zone to permit cluster townhouses with a special provision for a maximum density of 100 units per hectare and that the front lot line is deemed to be Southdale Road West; a Residential R9 Special Provision (R9-3()) Zone to permit apartment buildings with special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8metres, a minimum east side yard setback of 6.0metres, a maximum building height of 17metres, maximum density of 100 units per hectare, and that the front lot line is deemed to be Southdale Road West, and a Residential R7 (R7*H20.D100) Zone to permit a continuum-of-care facility with a maximum height of 20metres and maximum density of 100 units per hectare, a minimum front yard setback of 0.5 metres an east side yard setback of 9.2 metres, and that the front lot line is deemed to be Southdale Road West; and to change the definition of continuum-of-care facility to add the following: *Notwithstanding the definition of “Continuum-of-Care Facility” to the contrary, an “Apartment Building, Senior Citizens” which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.* The proposed zoning amendment also seeks to remove the h-56 and h-84 holding provisions.

3.3 Proposed Amendment (Staff)

Staff are also recommending an amendment to the London Plan (New Official Plan) to change Policy 1535_5 Southwest Area Secondary Plan by changing the designation from “Low Density Residential” to “Medium Density Residential”; and changing the designation from “Low Density Residential” to “Medium Density Residential” on Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations). Additional housekeeping amendments are required to change the various other maps in the Secondary Plan which identify these lands as Low Density Residential.

Also, staff are recommending an additional special provision with the zoning to require that the apartment buildings be oriented to the Southdale Road corridor to implement the Secondary Plan policies.

3.4 Community Engagement (see in Appendix C)

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written comments were received from 15 individuals.

Also, August 13, 2020, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Thirteen members of the community attended the community meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

The public's concerns generally included:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the low-rise single-family home characteristics of the neighbourhood
 - Inadequate open space
- Possible impacts on drainage
- Loss of property value

The comments received by Staff are attached to Appendix "E".

3.5 Policy Context (see more detail in Appendix F)

Provincial Policy Statement, (PPS), 2020

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related to land use and development. In accordance with Section 3 of the Planning Act, all planning decisions "shall be consistent with" the PPS.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted,

approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

City Structure Plan

The growth framework of the City Structure Plan establishes a clear hierarchy for development intensity inside the Urban Growth Boundary. It places a high level of importance on growing “inward and upward” (Policy 79), while directing the most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86). Intensification is to occur in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (Policy 83)

Our City

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (Policy 172), and the site has access to future water, stormwater, sanitary servicing and transportation infrastructure that the proposed development can access.

Place Types

The London Plan envisions neighbourhoods as vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Key elements include a strong neighbourhood character, sense of place and identity; attractive streetscapes and buildings; a diversity of housing choices; well-connected neighbourhoods; lots of safe, comfortable, convenient and attractive alternatives for mobility; easy access to daily goods and services within walking distance; employment opportunities close to where we live; and parks, pathways and recreational opportunities that strengthen community identity and serve as connectors and gathering places (Policy 916).

The subject site is located in a “Neighbourhood Place Type” and “Civic Boulevard” which permits a variety of residential uses including townhouse, stacked townhouses, and low-rise apartments. The maximum height along the Civic Boulevard is 4 storeys or 6 storeys with bonusing. The London Plan encourages development of higher intensity along higher order roads as set out in Tables 10-12.

City Design

All planning and development applications will conform to the City Design policies of The London Plan. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall and to create separation distance between new development and properties that are adjacent to the rear lot line. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged. Development should be designed to implement transit-oriented design principles while buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. Surface parking areas should be located in the rear and interior side yard (Policy 841)

As SWAP is the secondary plan that applies to this subject site, policy (1558) in the London Plan applies which indicates that the policies of SWAP prevail over the London Plan for the purpose of reviewing this application.

However, it should be noted that the London Plan policies contemplate the proposed

development with no need for an Official Plan amendment to change the land use designation.

Official Plan (1989)

The City's Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The lands are within section 3.5.11 (North Talbot Community) in the (1989) Official Plan. These policies are high level and are in keeping with the North Talbot Area Plan, adopted 20 years ago. The North Talbot Area Plan is intended to be used as a guideline document for the review of development applications. The subject lands are designated Low Density Residential in the North Talbot Area Plan.

The primary permitted uses in the (1989) Official Plan include multiple attached dwellings, such as rowhouses or cluster houses with a maximum density permitted under Section 3.2.2 of 30 UPH. Given this land use policy, an amendment to the (1989) Official Plan is required to allow the proposed development of apartments and townhouses at the proposed density of 100 UPH.

Similar to The London Plan, the (1989) Official Plan contains policies that guide the use and development of land within the City of London. However, the more detailed or alternative policy direction is in the Southwest Area Secondary Plan.

Southwest Area Plan

The purpose of the Southwest Area Secondary Plan (SWAP) is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design (Policy 20.5.1.2).

As mentioned earlier in this report, the "Low Density Residential" designation was applied to these lands during the SWAP process as a result of an active subdivision on these lands for single family detached dwellings on local roads. This created an inconsistency amongst the designations of lands along Southdale Road, with "High Density Residential" to the west and "Medium Density" to the east and did not apply the intent of higher density residential along arterial roads for the subject lands. This application seeks an amendment to the designation of the subject lands by changing to the "Multi-Family Medium Density Residential" designation. The more detailed policy direction in Southwest Area Secondary Plan (SWAP) supersedes the general policy direction in the (1989) Official Plan and therefore, this application has been reviewed under the SWAP policies, as it relates to the implementation of the (1989) Official Plan.

4.0 Key Issues and Considerations

4.1 Use, Intensity and Form

Provincial Policy Statement, 2020 (PPS)

The recommended amendment is consistent with objectives (1.1.1) by creating healthy, liveable, and safe communities sustained by promoting efficient development patterns, and compact and cost effective development. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The development will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas).

The subject site is located in close proximity to two community commercial nodes which provide convenient amenities, employment and shopping destinations to the area. The site is also considered to be transit supportive as it is along an arterial road (Southdale Road W) with transit service. The proposed development is in keeping with the PPS as it provides an opportunity for higher intensity development while taking into account the existing building stock in the area. The proposed development has considered the surrounding building stock by positioning its tallest portions at appropriate locations on the site where impacts on the surrounding buildings will be reduced. The proposal has been reviewed by the Urban Design Peer Review Panel and City Staff to ensure that an appropriate development standard is established for this site. The subject site is also in close proximity to Colonel Talbot Road, which is another arterial road, providing additional bus routes (1.1.3.2) contributing to a healthy, livable and safe community. The building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities helping limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS.

Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to "age-in-place". The development of new residential at higher than current densities, will provide a population base to help to support neighbourhood community facilities and commercial at the corner of Southdale Road West and Colonel Talbot Road with the provision of transit routes serving the area.

The London Plan

This application is being reviewed under all applicable policies and where there is more specific guidance or a conflict between the general policies and the Secondary Plan, the Southwest Area Secondary Plan policies prevail. It is important to review the London Plan policies and note that the London Plan would permit the proposed uses without the need for Official Plan and Southwest Area Secondary Plan amendments.

The subject site is within the "Neighbourhoods Place Type" in the London Plan along a "Civil Boulevard" which permits residential uses such as townhouses, stacked townhouses and low rise apartment buildings.

Policies within the London Plan, place a strong emphasis on higher density development along higher order roads as outlined in the residential Tables pertaining to height. Along with the objectives to direct more intense development along major transit routes, the proposed development conforms to the purpose and intent of The London Plan by providing a more intense development along Southdale Road West.

The requested amendments will permit an appropriate use, form, and intensity of development contemplated under the London Plan.

(1989) Official Plan

The subject lands are designated "Low Density Residential" in the (1989) Official Plan. A "Multi-Family, Medium Density Residential" designation abuts the subject lands to the east and a "Multi-family, High Density Residential" designation is adjacent to the lands to the west.

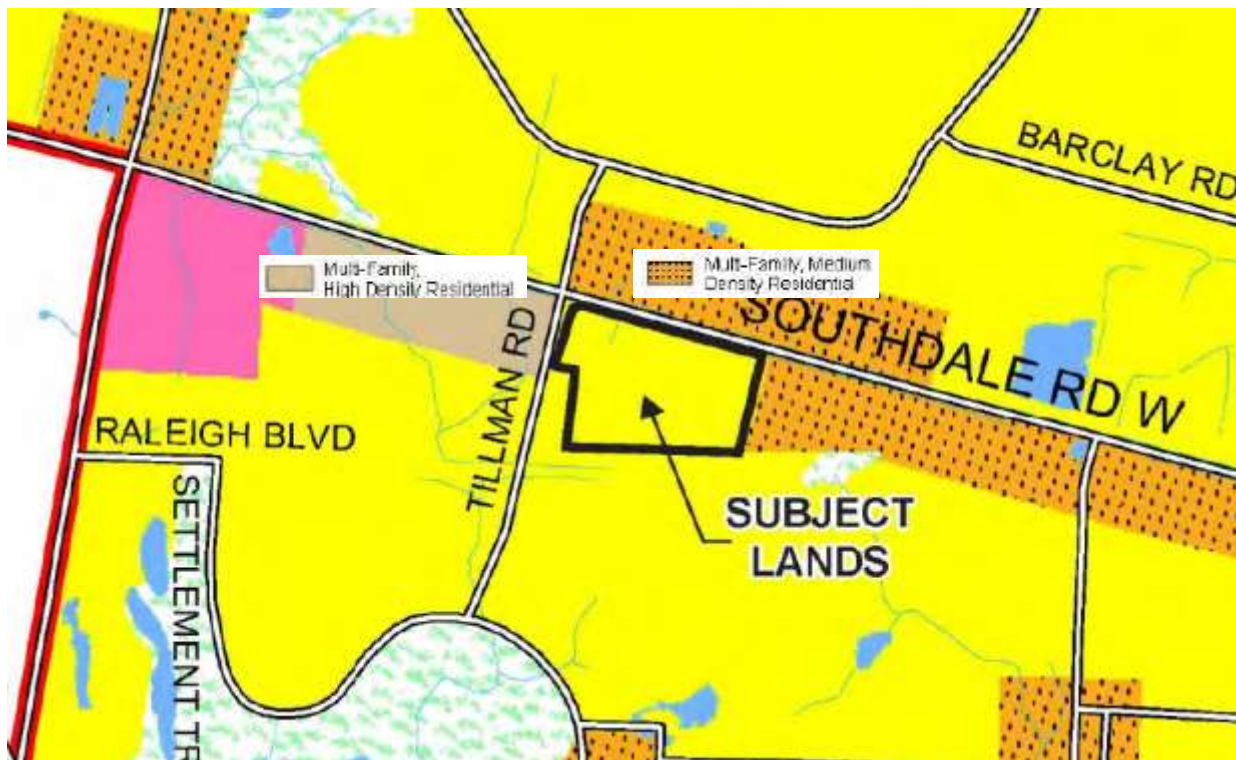


Figure 1 – Land Use Designation Map

As mentioned, the lands are within the North Talbot Community. Section 3.5.11 (North Talbot Community) in the 1989 Official Plan outlines high level policies for the North Talbot Community, in keeping with the North Talbot Area Plan. The North Talbot Area Plan is intended to be used as a guideline document for the review of development applications.

The primary permitted uses in “Low Density Residential” designation of the 1989 Official Plan may be permitted provided they do not exceed the maximum density permitted under Section 3.2.2 of 30 UPH. Given this land use policy, an amendment to the (1989) Official Plan to add a Specific Area policy is required to allow the proposed development of apartments and townhouses at the requested density of 100 UPH and 6 storeys. This amendment implements the SWAP policies for development abutting an arterial road.

In Section 20.2 of the (1989) Official Plan the Southwest Area Secondary Plan (SWAP) is identified as an adopted Secondary Plan. As noted, Section 19.2.1 states that where there is a conflict between the general policies of the 1989 Official Plan and a Secondary Plan, the policies and schedules of the Secondary Plan prevail.

The subject lands are designated “Low Density Residential” on Schedule 4 and 12 in SWAP which permits low-density forms of residential with a height maximum of 3 storeys and density of 30uph.

However, given the SWAP intent to permit higher densities along arterial corridors, the current “Low Density Residential” land use designation is not reflective of the overall goals and objectives of current planning policy.

Therefore, along with an amendment to the SWAP, an amendment to the London Plan to change the land use designation from “Low Density Residential” to Multi-family Medium Density residential in the (1989) Official Plan is required.

Southwest Area Plan (SWAP)

The subject lands are designated “Low Density Residential” on Schedule 4 and Schedule 12 in SWAP. The “Low Density Residential” designation reflects the designation established in the North Talbot Community Plan and the 1989 Official Plan.

However, due to the inconsistency of the designations along Southdale Road West with “Multi-Family High Density Residential” to the west and “Multi-Family Medium Density”

to the east, and recognizing that the SWAP did not apply the intent of locating higher density residential along arterial roads to the subject site, an amendment to SWAP is recommended to change the designation to “Medium Density Residential”. Section 20.5.4.1.v) (SWAP) provides the basis for evaluating a proposal to add or expand the “Medium Density Residential” land use designation. The policy states:

Applications to Expand or Add the Medium Density Residential designation applicable to portions of the arterial road network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an arterial road on which transit service is to be provided.

The following is an analysis of the relevant policies in the SWAP that were reviewed for this application.

The proposed development ensures a range and mix of housing types, ensures a compact residential development, is an effective use of land and ensures that the community caters to the needs of all ages, stages of life and income groups. (20.5.1.4.ii) This has been achieved in this development by proposing three different housing types that provide for an efficient form of housing, cater to various ages including a continuum-of-care facility that will provide for aging in place.

There is a community structure policy (20.5.2) which guides higher density development along arterial roads rather than interior portions of a residential area. The requested amendments to the (1989) Official Plan, Southwest Area Secondary Plan, and Zoning By-law implement this policy by protecting the internal portions of this residential neighbourhood.

Looking at the Built Form and Intensity policies (20.5.2) the proposed development sites the higher built form massing and articulation toward the arterial road to provide an appropriate transition between lower-rise form to the south. An appropriate transition has been proposed in building height and intensity between the intended apartment buildings along Southdale Road West and the single detached dwellings to the south by proposing that townhomes be located between the two uses. Also, the proposed apartment buildings are largely distanced from the lower density to the south providing for a compatible height transition.



Figure 2 – Overall Conceptual Rendering

SWAP includes criteria for evaluating Residential Development Intensity Adjacent to Arterial Roads through policy (20.5.4.1.iv) that requires consideration of:

- a) *Function and Purpose*
It is intended that arterial roads can serve as significant routes for public transit services. Specific policies apply along portions of the arterial network that are intended to focus on intense, medium density housing forms...
- b) *Character*
Development along the arterial road corridors will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings...
- c) *Intent*
This policy is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density residential...
- d) *Built Form and Intensity*
Development shall occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys.

The proposed development seeks to permit a higher level of residential intensity along an arterial road, which are considered major routes for transit, than the interior portions of the neighbourhood. SWAP encourages intensive land uses such as the proposed apartment buildings along arterial roads. The higher level of residential intensity includes low rise apartment buildings and a continuum-of-care facility with the buildings having a 0.5m setback, parking behind the buildings and underground as well as connections throughout the site. The policy also suggests that residential development may develop at a slightly higher density than the typical medium density developments due to the proximity along these arterial roads. The proposed level of intensity is consistent with these policies as they are proposing densities at 100 uph with height reaching six storeys.

The recommended amendments to the Official Plan, Southwest Area Secondary Plan, and London Plan would facilitate the development of the lands within the Secondary Plan area at a greater density than what would currently be permitted under the existing designation. The recommended amendments would ensure the vision of the Secondary Plan and full range of intensity can be achieved.

As such the subject lands, being located along Southdale Road West, are an appropriate location for the proposed development of more intensive forms of housing than the current policy permissions. The proposed development along with the recommended amendments are appropriate and achieve the planned function of SWAP.

SWAP and Official Plan – Urban Design

The proposed development consists of the continuum-of-care building, apartment buildings, and townhouses. The mid-rise, L-shaped buildings are oriented along the Southdale Road frontage with a strong street edge. The three buildings provide flat roofs with mechanical penthouses and parapets. The parapets correspond with non-balcony locations, breaking up the façade of the buildings. The townhouses to the south of the apartment buildings provide a transition in built form from the apartment buildings to the single detached dwellings to the south.



Figure 3 – Transition of apartment building to townhouses

A significant road widening along Southdale Road is required. Buildings are located close to the Southdale Road West at 0.5m to provide a strong street wall. A special provision is being recommended to ensure buildings are set back to accommodate door swings, balconies, and awnings.

The proposed form of development has made a strong effort to maintain a scale and form that responds to the surrounding land uses. The proposed development supports Development Design Policy (20.5.3.9.i) as the subject site is located along a major transit route with a proposed density that will support this transit with increased height and massing along Southdale Road West and reduced building height and massing on the south portion of the property adjacent to single detached dwellings. This enforces prominent site lines along the street with the proposed townhouses as the intervening uses to the south.



Figure 4 – Southdale Road Streetscape

SWAP includes criteria for evaluating Urban Design through policy (20.5.3.9.iii). The development's ability to provide for an increased height with a continuous active street wall along the Southdale Road frontage, provides a positive interface for pedestrians. The buildings provide a unique design variation while providing for appropriate scale, form, and materials which in turn provides for an appropriate human scale along Southdale Road. As mentioned, the development also positions the height and massing at appropriate locations with a transition in uses where the impacts of the height will be limited on the abutting properties.



Figures 5 and 6 – Closer views of the Southdale Streetscape

SWAP explicitly outlines that building heights of up to 9 storeys is appropriate along arterial roads. The proposed maximum of 6 storeys on this site is in keeping with the purpose and intent of SWAP with development along arterial roads.

Staff have recommended a special provision be included in the zoning to ensure that the apartment buildings are oriented to the Southdale Road frontage.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The proposed development was well received by Staff and the Urban Design Peer Review Panel. There was a concern with regards to the proposed side yard setbacks of the development in response to the initial submission. Through the planning process, these concerns have been dealt with and staff are satisfied with the recommended side yard setbacks as shown on the site concept plan and identified in the regulations of the amendments to the Zoning By-law. Other design concerns included, but not limited to, amenity area, parking, and pedestrian walkways. The applicant was successful in working towards meeting these requests to improve the overall development. Further refinements regarding these matters will continue to be dealt with during the Site Plan Approval process.

The London Plan requires that all planning and development applications conform to the City Design policies related to form of development. The proposed development is in keeping with these policies as the building is sited near the front lot line along Southdale Road West and provides a strong street wall along this portion of the property.



Figure 6 – Townhouses with internal driveways

The use of townhome style units in the rear contributes to the pedestrian environment and aids in the transition between the apartments and continuum-of-care facility adjacent to the existing low density residential properties. The overall development uses setbacks and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment throughout the development while reducing large expanses of blank wall along the street and internal to the site.

Overall, the proposed development and amendments represent an appropriate and compatible form of residential development. As the subject lands are located along a major arterial road, between high density residential and medium density residential uses, they are an appropriate location for increased residential densities that are consistent with the intent of the SWAP. The proposed site design and building layout provide a compatible form of development to the south. As mentioned, further refinements to the development concept through the Site Plan Approval process will consider additional mitigating measures. This is a positive development that provides a strong, positive streetscape and allows residents of the community an option to age-in-place.

4.2 Zoning By-law

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal.

As per the SWAP (20.5.16.5), any applications for amendment to the City of London Zoning By-law shall be subject to the policies of the Secondary Plan and applicable policies of the City of London Official Plan. Consideration of other land uses through a Zoning By-law amendment shall be subject to a Planning Impact Analysis as described in the applicable designation of the Official Plan.

The subject lands are currently zoned “Urban Reserve (UR1)” with a small portion of the northeast corner of the lands zoned “Residential (h-56*h-84*R4-6(6))” in the City of London Z.-1 Zoning By-Law.

The recommendation proposes to amend the Zoning By-law to a Residential R7 Special Provision (R7() *H20*D100) Zone and a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3())) Zone:

- to permit a continuum-of-care facility with a maximum height of 20m and maximum density of 100 units per hectare and special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 9.2m, and a front lot line that is deemed to be Southdale Road West;
- to permit cluster townhouses with a special provision for a maximum density of 100 units per hectare; and,
- to permit apartment buildings with special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.

The proposed building height for the apartment buildings to permit a maximum of 17.0m is proposed in order to afford flexibility in the final building design. Although the proposed 4.8m west side yard setback for the residential apartment building is the standard side yard setback for a 4-storey apartment building, all the functional requirements of the side yard, such as access between buildings, landscaping, and services, are adequately provided for within the setback when considered in context to the minimum 7.2m setback required for the abutting continuum-of-care facility.

The applicant has also recommended a change to the definition of continuum-of-care facility as follows: *Notwithstanding the definition of "Continuum-of-Care Facility" to the contrary, an "Apartment Building, Senior Citizens" which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.* This is to ensure that the proposed apartment units within the continuum-of-care facility may operate by a for-profit entity.

Looking at the policies in SWAP and the intent to provide a strong and continuous street edge along major arterial roads, the recommended minimum front yard setback of 0.5 is appropriate and will provide flexibility in building placement. Locating buildings close to the street line promotes a strong street edge which in turn creates a positive pedestrian experience. The maximum building height is proposed to be 6 storeys, for the proposed continuum-of-care facility which is well below the maximum height of 9 storeys contemplated in SWAP for medium density residential uses along arterial roads. Given that the analysis in this report concludes that more intensive forms of housing are appropriate for the subject lands, and that SWAP contemplates building heights of up to 9 storeys along similar segments of arterial roads, the proposed height of 6 storeys is appropriate. The proposed setbacks abutting the single detached dwellings to the south and west are not requested to be changed. These setbacks establish appropriate distances between buildings and lot lines to ensure a compatible development plan. Furthermore, the applicant has advised that landscaping along the southerly lot line of the subject lands, including such elements as evergreen trees and fencing, may be used to further enhance the transition between uses.

It should be noted that Transportation has indicated the two street stubs directly south of the proposed development are to be dedicated to applicant - both legs of Upper Canada Crossing. The south east stub is proposed as an access for this development. Therefore, a technical amendment is being recommended to change the zoning of this stub to be consistent with the development.

The two existing "h-56" and "h-84" holding provisions on the site have been recommended to be removed.

h-56 Purpose: To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the "h-56" shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.

Any arterial noise and measures will be addressed through site plan approval and will be included in the development agreement to manage noise for the residential amenity areas. Therefore this holding provision can be removed.

h-84 Purpose: To ensure that there is a consistent lotting pattern in this area, the "h-84" symbol shall not be deleted until the part block has been consolidated with adjacent lands. (Z.-1-071661) O.M.B. Order # PL070738 July 9, 2008

There is no longer a low density plan of subdivision on these lands proposing single detached dwelling lots. This holding provision was applied to ensure all lots would be consolidated to ensure a consistent lotting fabric. Therefore, this holding provision can be removed.

The proposed Zoning By-Law Amendments seek to permit enhanced residential density and building height on the subject lands, in keeping with the general intent and objectives of the (1989) Official Plan, SWAP and The London Plan. The subject lands are well located to support additional height and density, and the proposed site design is responsive to the existing land uses surrounding the subject lands. The built form of the proposed development is appropriate for the location of the subject lands and is compatible with existing and planned uses abutting the lands. These amendments are appropriate and desirable for the development of the subject lands, and represents good land use planning.

4.3 Archaeological

The London Plan and SWAP both contain policies related to cultural heritage and the investigation and retention of significant features. The subject site has been identified as having archaeological significance. Two studies have been submitted for review by Lincoln Environmental Consulting Corp. Staff anticipate receiving confirmation by Ministry of Tourism, Culture, and Sport to accept the studies prior to site plan approval which will implement any specific recommendations, if necessary.

4.4 Transportation Impact Assessment

The Transportation Division has requested an updated Traffic Impact Assessment to ensure the following has been addressed:

Southdale Road West has recently undergone an Environmental Assessment (EA), as part of the Council approved Southdale Road West EA access will be restricted to right in/right out via a median along Southdale road, the TIA will need to re-analyse the traffic distribution and intersection analysis recognising this ultimate condition.

Access to Southdale Road in the interim will only be permitted as a right in/right out and will need to be restricted through a raised median (this is reinforced by the commentary provided on page 8 regarding delay for N/B traffic at the proposed site access to Southdale road)

Intersection analysis summary tables to include queue length, delay, and V/C (all tables will need to be updated)

Transportation does not require any holding provisions for this application as any outstanding issues will be addressed through Site Plan Approval.

5.0 Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conforms to the Southwest Area Secondary Plan, 1989 Official Plan policies and the in-force policies of The London Plan. The proposal facilitates the development of a vacant property and encourages an appropriate form of development. The development ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a

location where a higher density can be accommodated given the existing municipal infrastructure, frontage on an arterial road, existing public transit, and close proximity to a major commercial node.

Prepared by:	Alanna Riley, MCIP, RPP Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 9, 2020
AR/ar

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Appendix A – Official Plan Amendments for Land Use

Bill No. (number to be inserted by
Clerk's Office) 2020

By-law No. C.P.-1284(inserted by
Clerk's Office)

A by-law to amend the Official Plan for
the City of London - 1989, relating to
799 Southdale Road West

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area - 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of the subject site from “Low Density Residential” to “Multi-family, Medium Density Residential” on Schedule “A” Land Use, to the Official Plan for the City of London.
2. To amend Section 20.5 Southwest Area Secondary Plan to change the subject site from “Low Density Residential” to “Medium Density Residential” on Appendix 1 (Official Plan Extracts), Schedule 2 (Multi-Use Pathways and Parks), Schedule 4 (Southwest Area Land Use Plan), Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) and Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations), to the Southwest Area Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located 799 Southdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

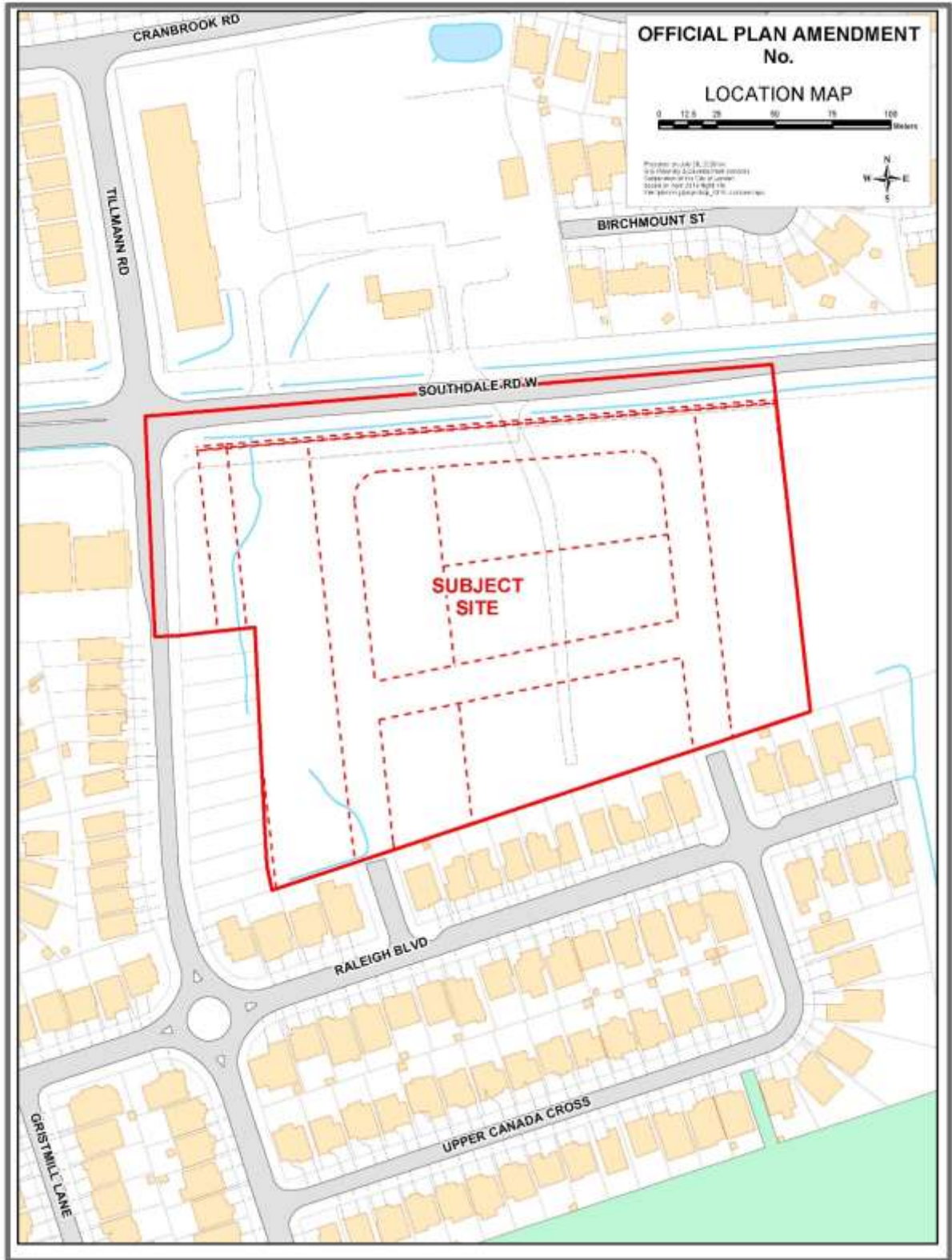
The recommended Medium Density Residential designation amendments are consistent with the policies of the Provincial Policy Statement, 2020, they conform to the in-force policies of The London Plan and the Official Plan for the City of London (1989), and are appropriate in order to facilitate the proposed development.

D. THE AMENDMENT

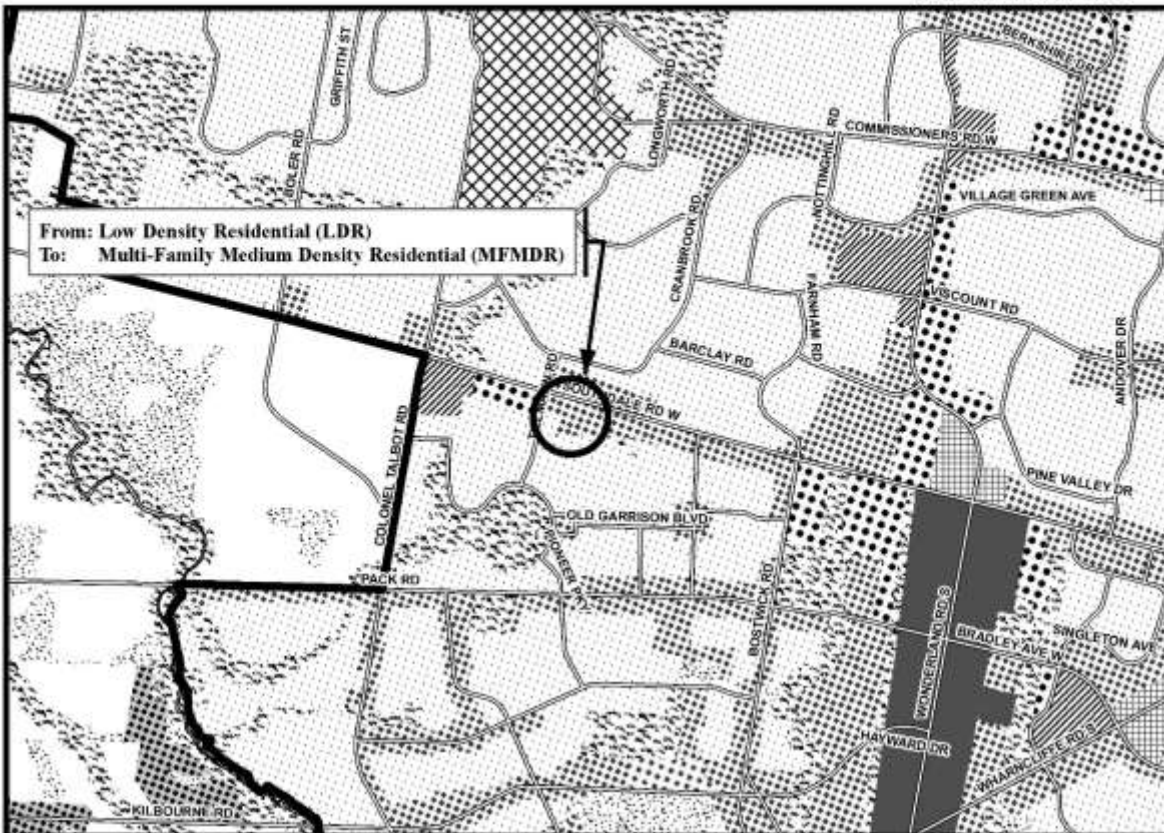
The Official Plan for the City of London is hereby amended as follows:

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by changing the designation of those lands located at 799 Southdale Road West in the City of London, as indicated on “Schedule 1” attached hereto from “Low Density Residential” to “Multi-Family Medium Density Residential”.
2. The Southwest Area Secondary Plan for the City of London Planning Area is amended by changing the designation of those lands located at 799 Southdale Road West in the City of London:
 - i) as indicated on Appendix 1 (Official Plan Extracts) of policy 20.5.17 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - ii) as indicated on Schedule 2 (Multi-Use Pathways and Parks) of policy 20.5.3.4 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - iii) as indicated on Schedule 4 (Southwest Area Land Use Plan) of policy 20.5.5 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - iv) as indicated on Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - v) as indicated on Schedule 9 (North Lambeth Residential Neighbourhood

- Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”; and
- vi) as indicated on Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”.



AMENDMENT NO: _____



From: Low Density Residential (LDR)
 To: Multi-Family Medium Density Residential (MFMDR)

Legend

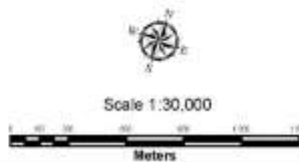
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|---|--|-------------------------|
| Downtown | Multi-Family, Medium Density Residential | Office Business Park |
| Wonderland Road Community Enterprise Corridor | Low Density Residential | General Industrial |
| Enclosed Regional Commercial Node | Office Area | Light Industrial |
| New Format Regional Commercial Node | Office/Residential | Commercial Industrial |
| Community Commercial Node | Regional Facility | Transitional Industrial |
| Neighbourhood Commercial Node | Community Facility | Rural Settlement |
| Main Street Commercial Corridor | Open Space | Environmental Review |
| Auto-Oriented Commercial Corridor | Urban Reserve - Community Growth | Agriculture |
| Multi-Family, High Density Residential | Urban Reserve - Industrial Growth | Urban Growth Boundary |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
 TO
 OFFICIAL PLAN**

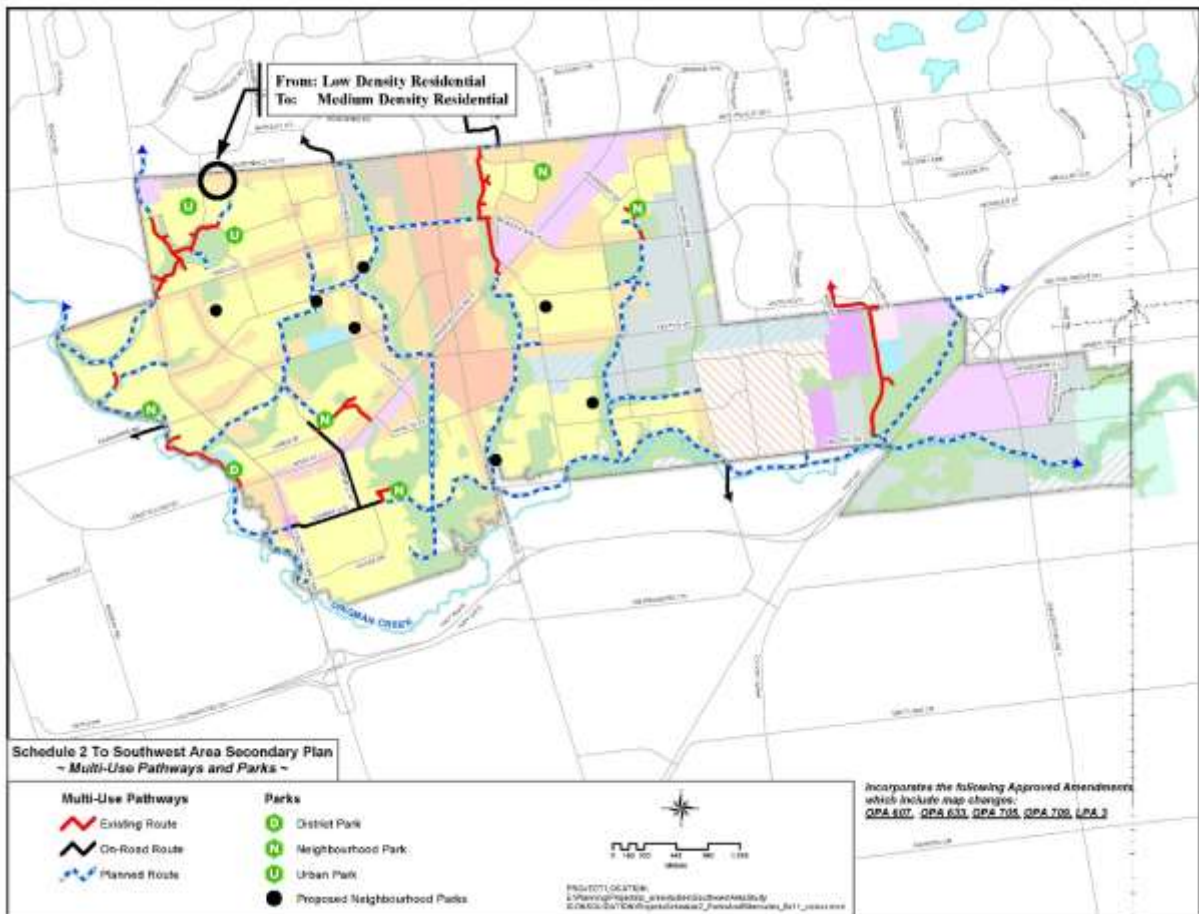
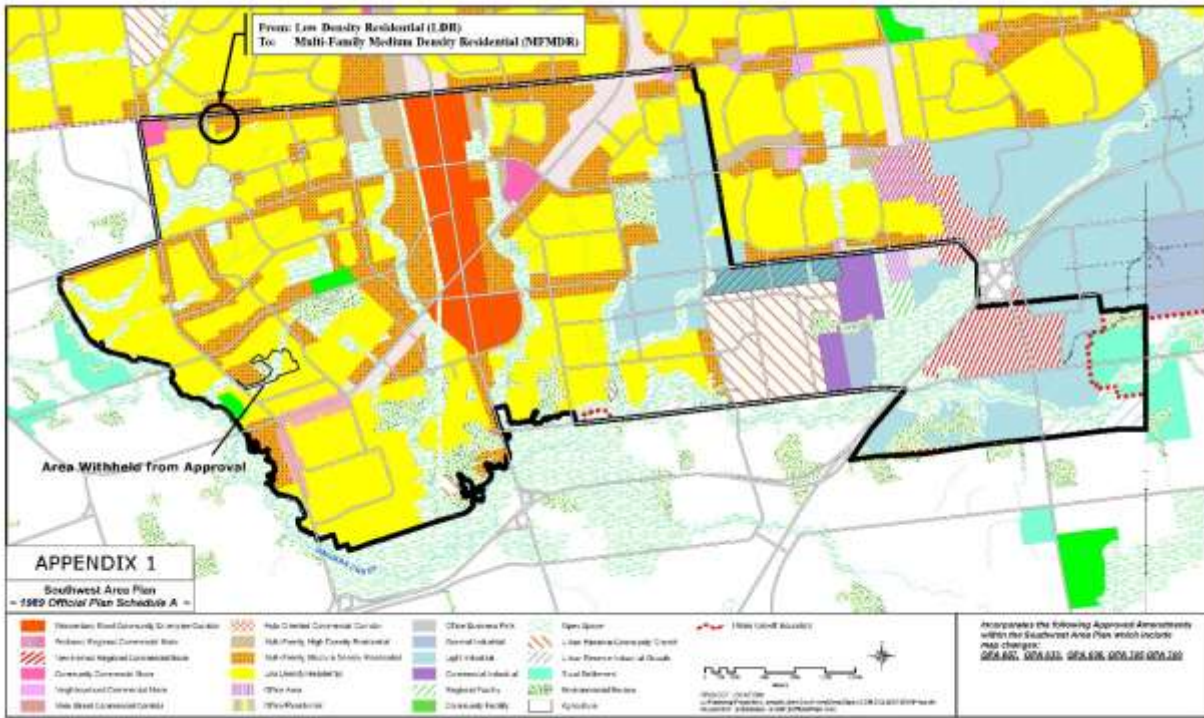
AMENDMENT NO. _____

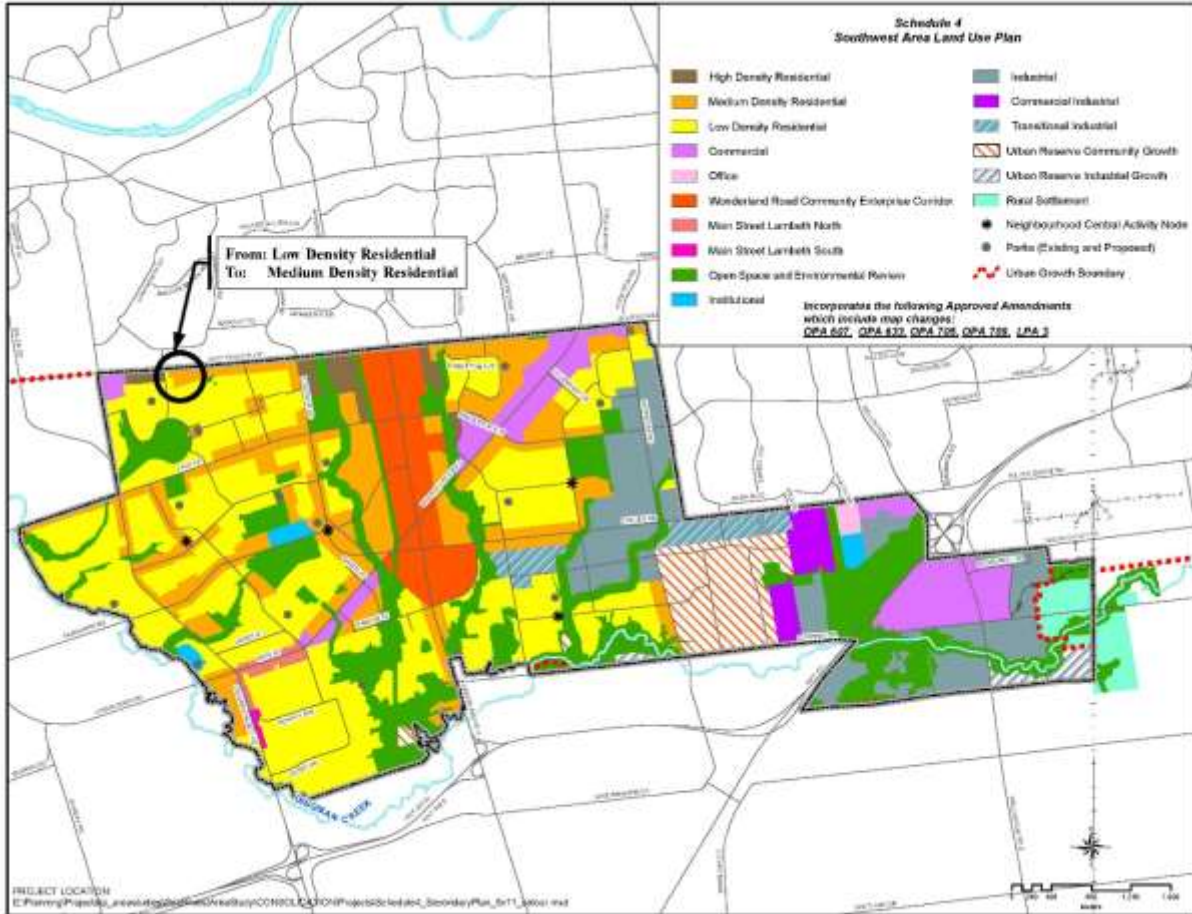
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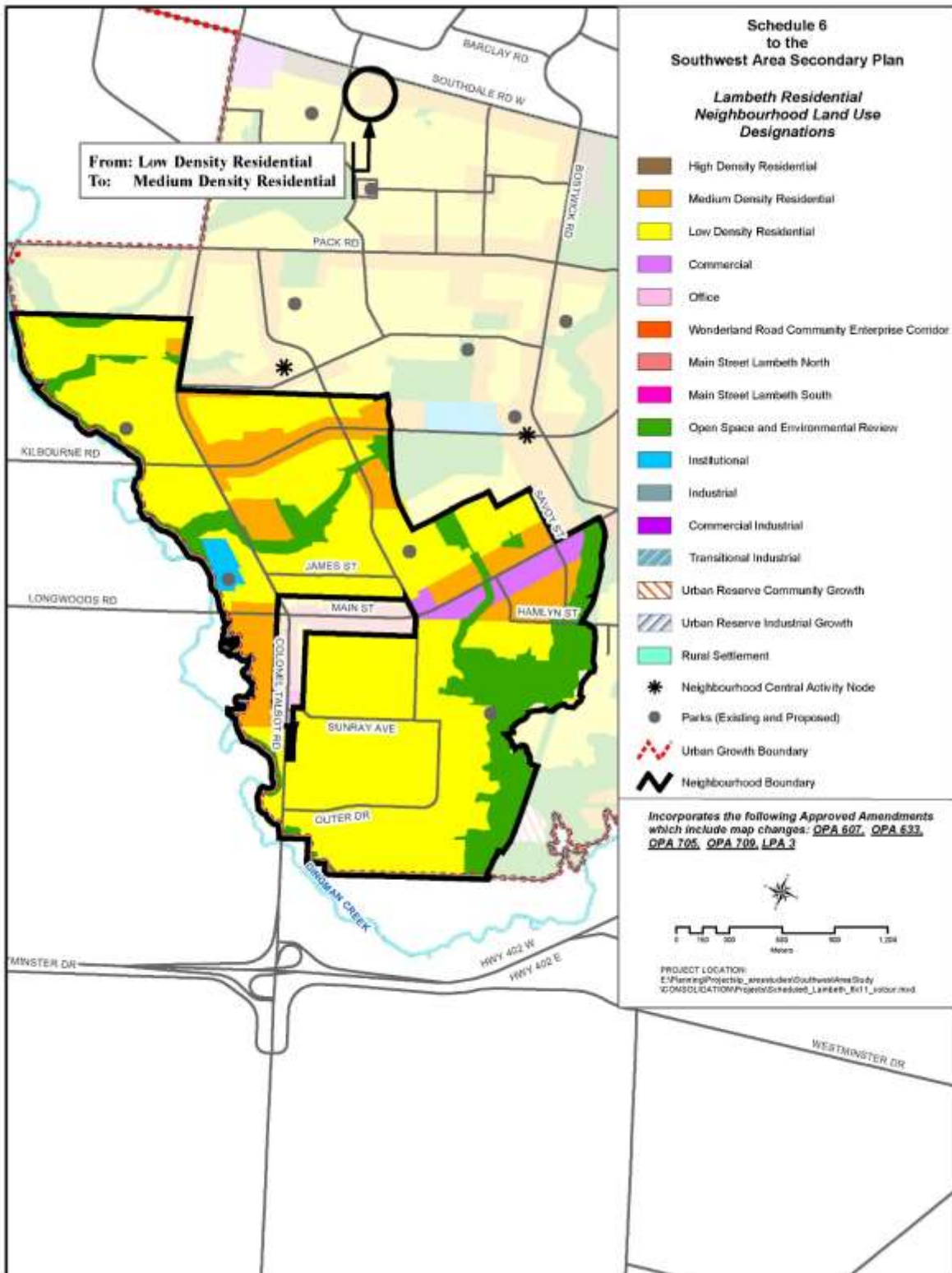


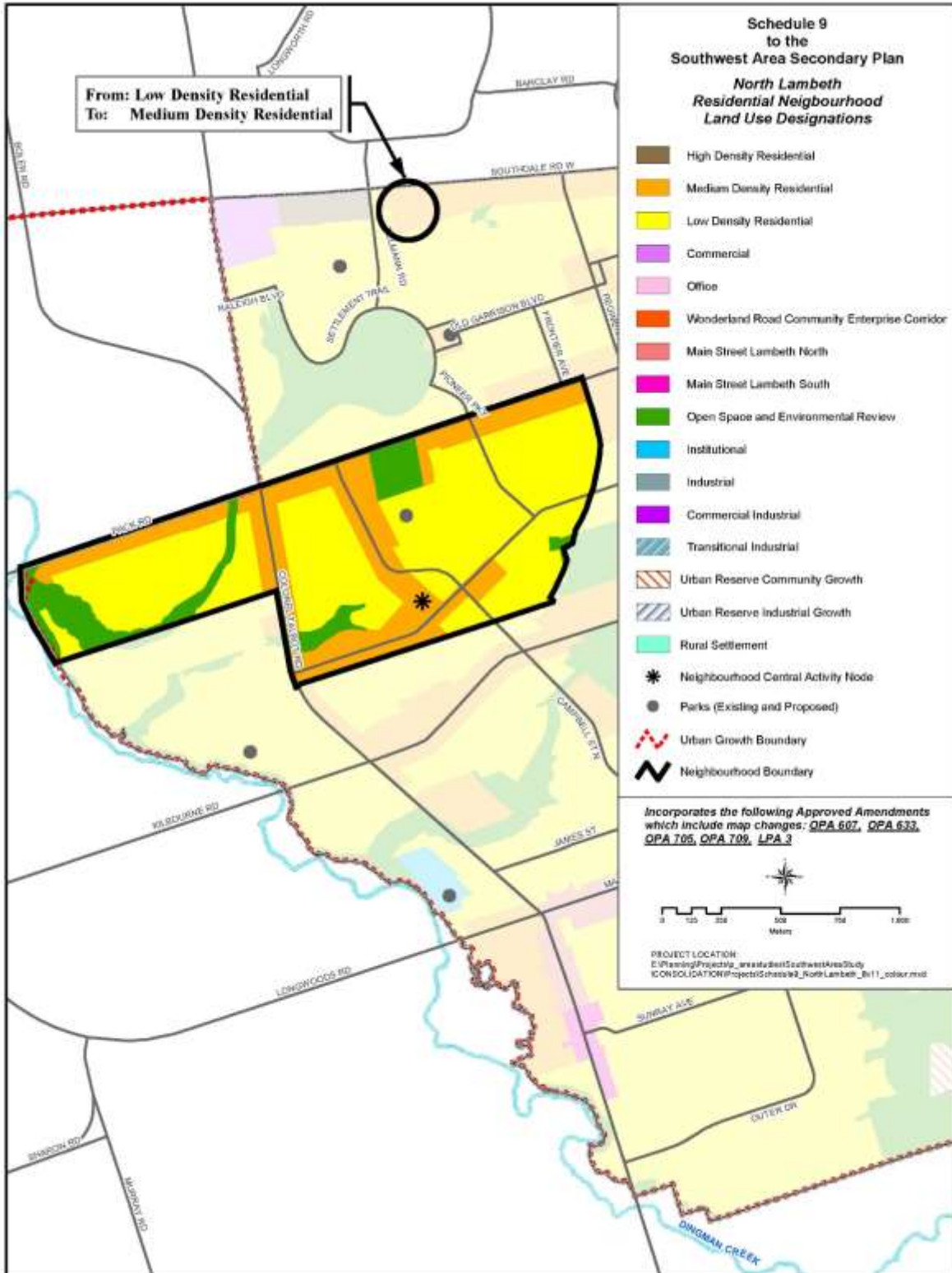
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 PLANNER: AR
 TECHNICIAN: rc
 DATE: 2020/03/11

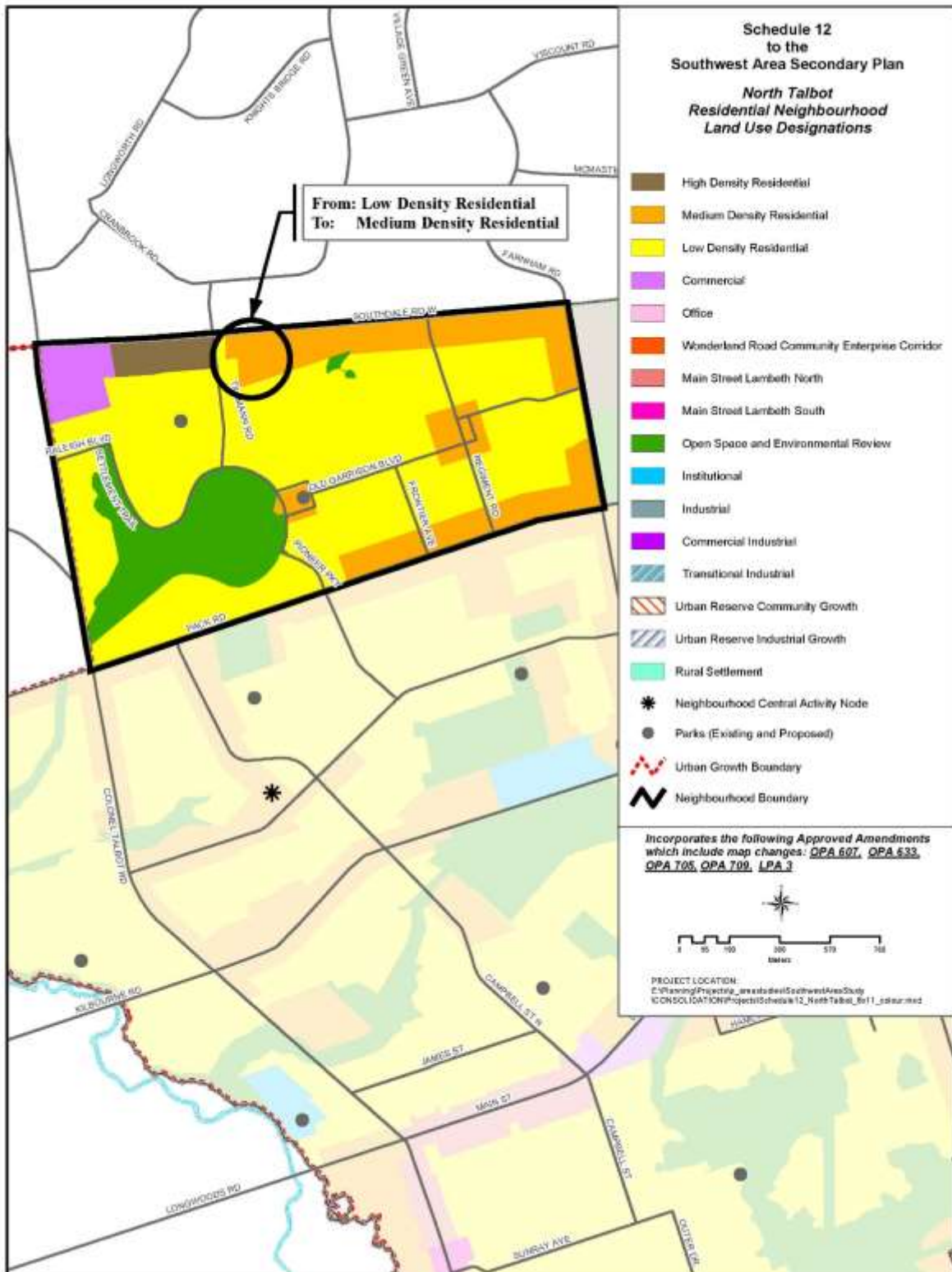
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Appendix B Official Plan Amendment – Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 799
Southdale Road West.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit the site to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, and permit a 6-storey continuum-of-care facilities; 5 storey apartment buildings; and townhouse units.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 799 Southdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with Policies for Specific Areas of the Official Plan. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

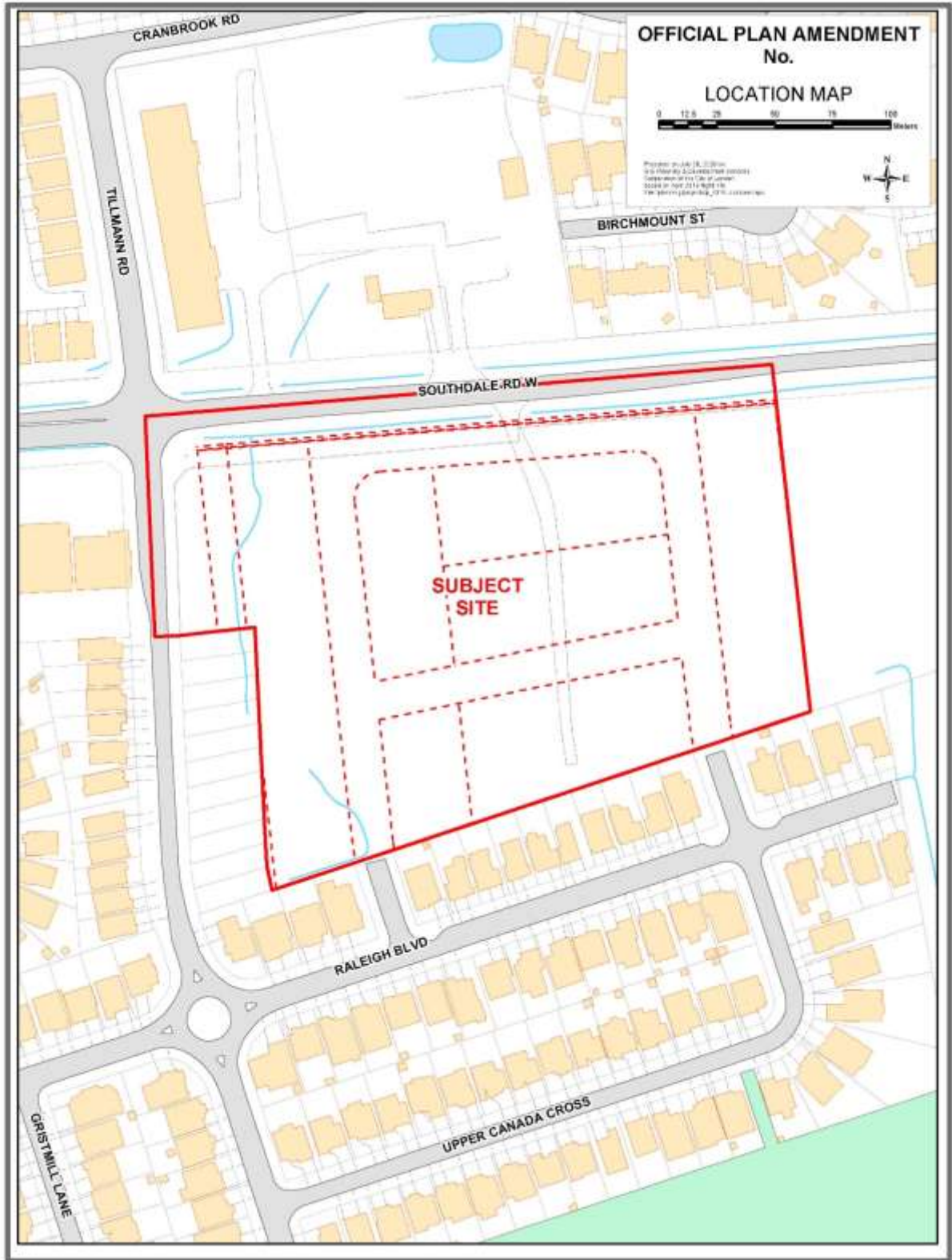
D. THE AMENDMENT

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

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

799 Southdale Road West

In the Multi-Family, Medium Density Residential Density designation at 799 Southdale Road West the site is permitted to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, and permit a 6-storey continuum-of-care facilities, 5 storey apartment buildings; and townhouse units.



Appendix C The London Plan Amendments

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1512()____

A by-law to amend The London Plan for
the City of London, 799 Southdale Road
West.

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, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

To change Policy 1565_ List of Secondary Plans, 5. Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan), to change the subject site from “Low Density Residential” to “Multi-Family Medium Residential” on Appendix 1 (Official Plan Extracts), Schedule 2 (Multi-Use Pathways and Parks), Schedule 4 (Southwest Area Land Use Plan), Schedule 6 (Lambeth Residential Neighbourhood), Schedule 9(North Lambeth Residential Neighbourhood Land Use Designation) and Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation), to the Southwest Area Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 799 Southdale Road West in the City of London.

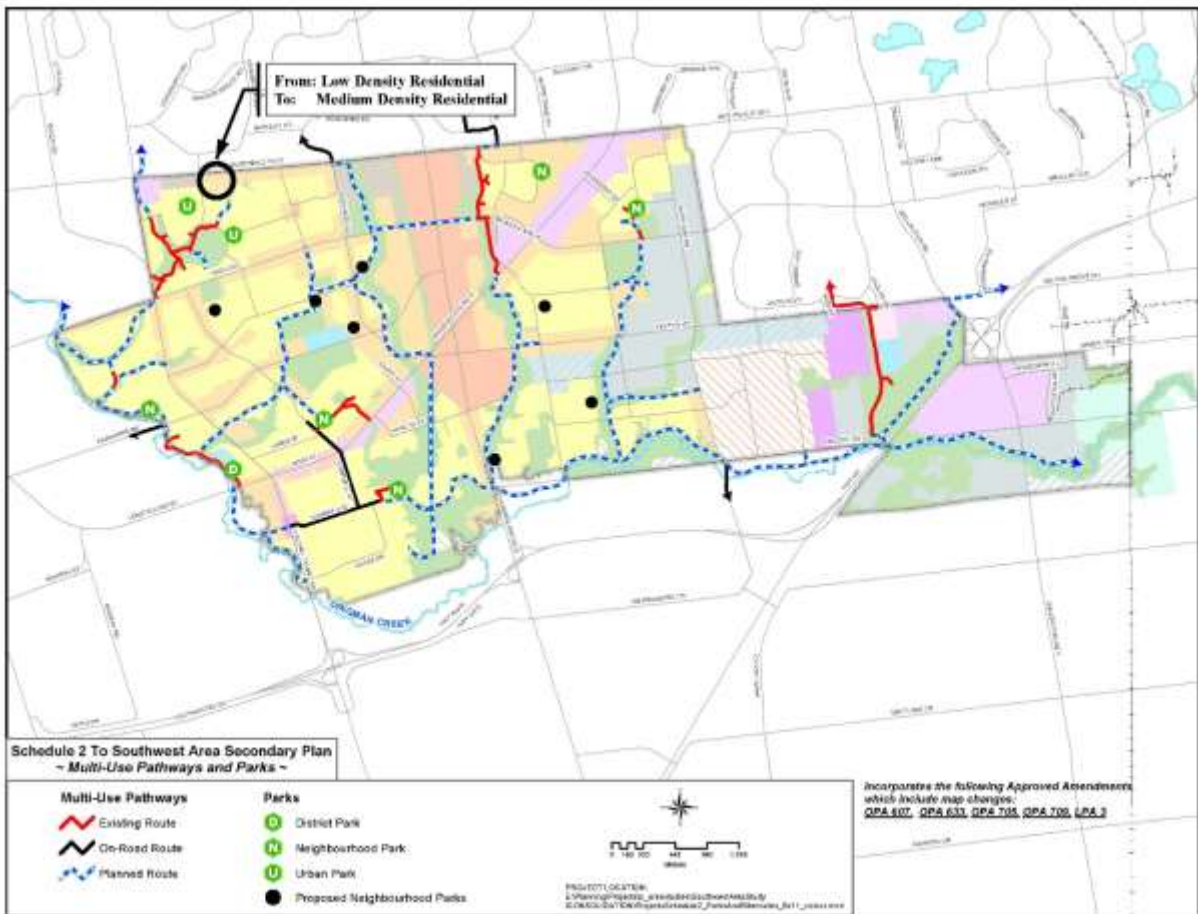
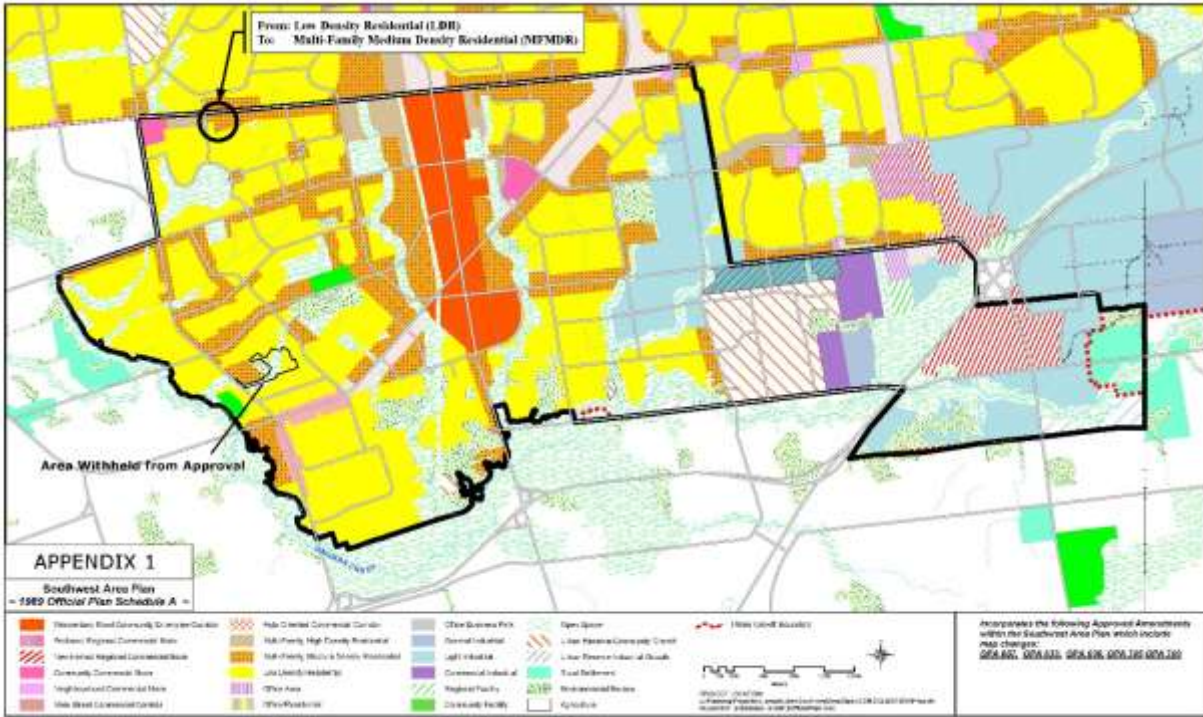
C. BASIS OF THE AMENDMENT

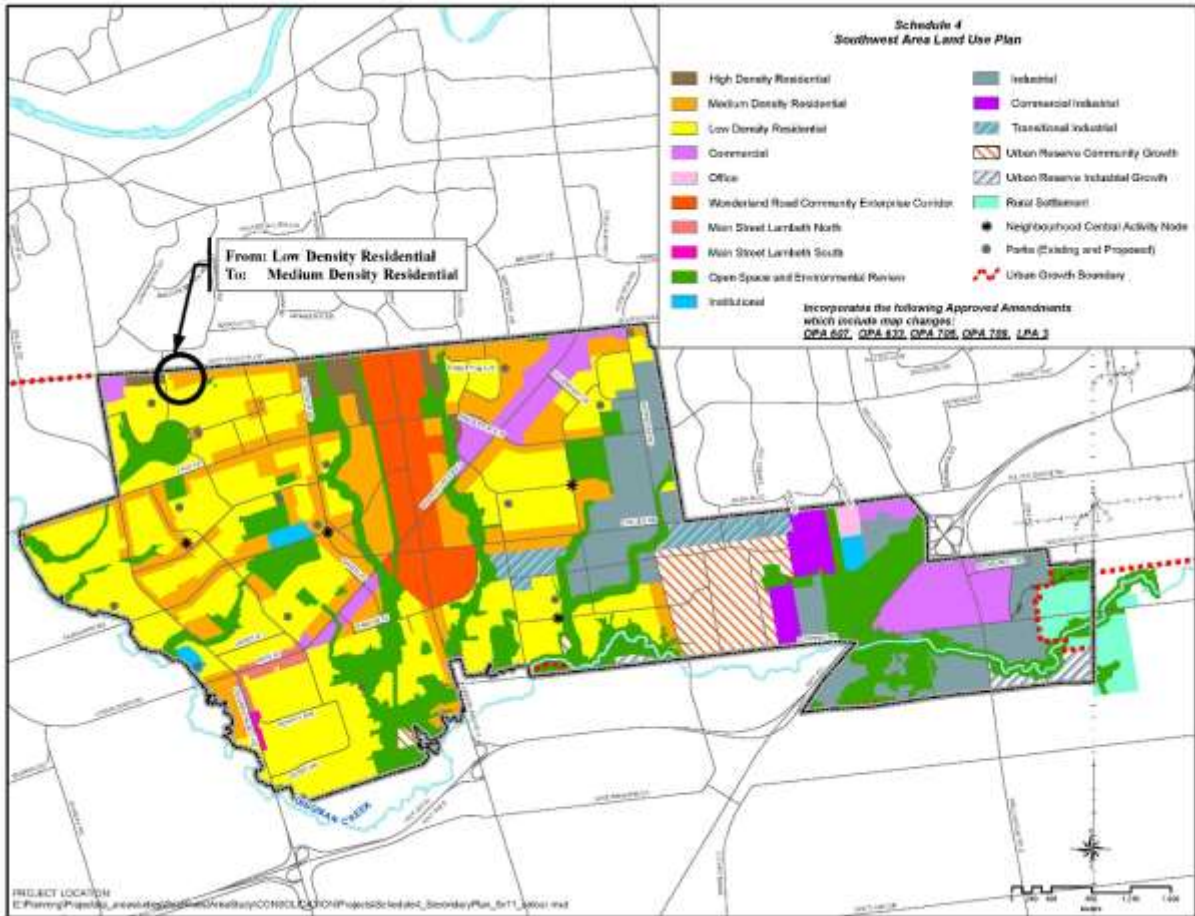
This amendment will facilitate a comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

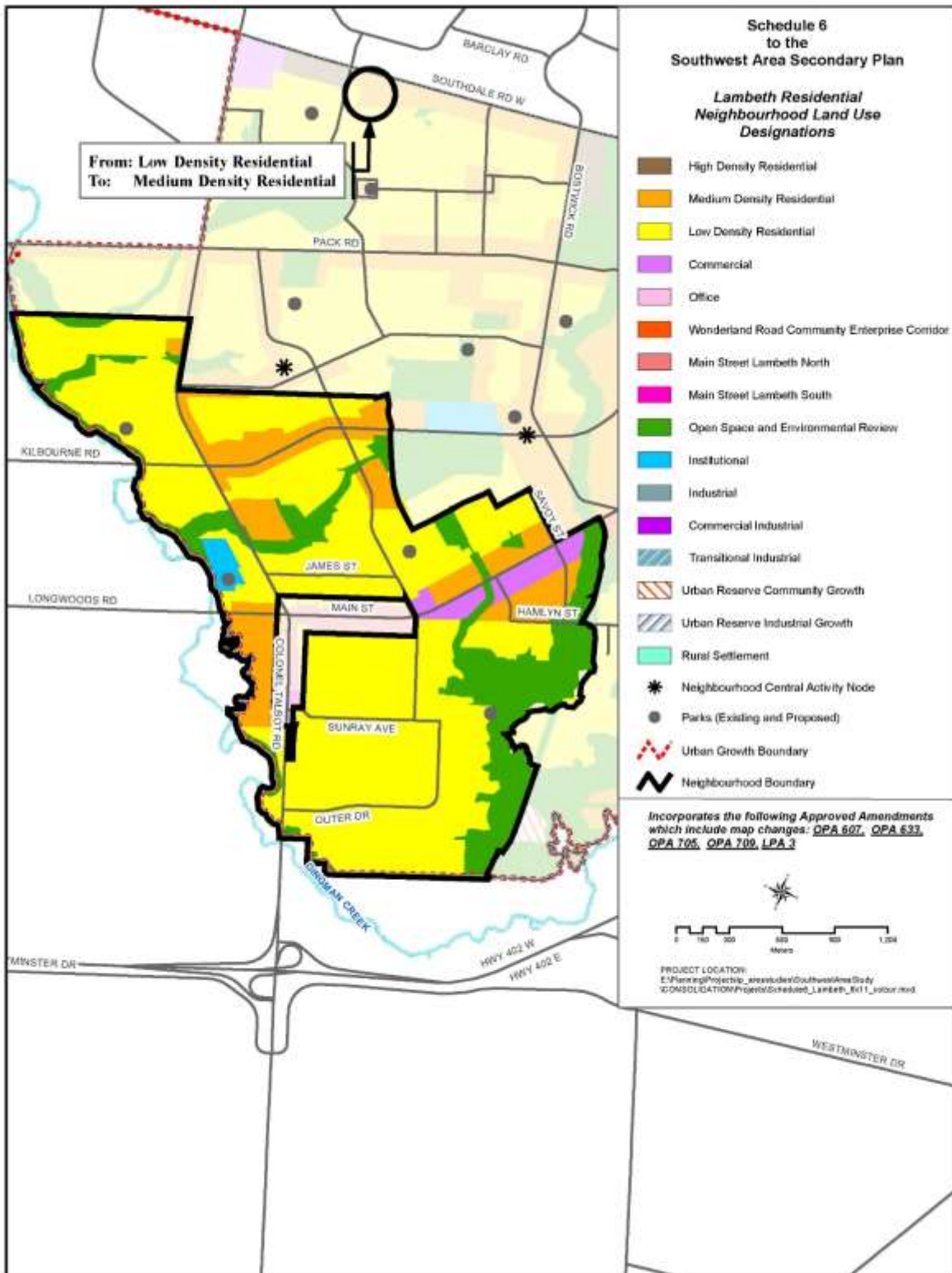
D. THE AMENDMENT

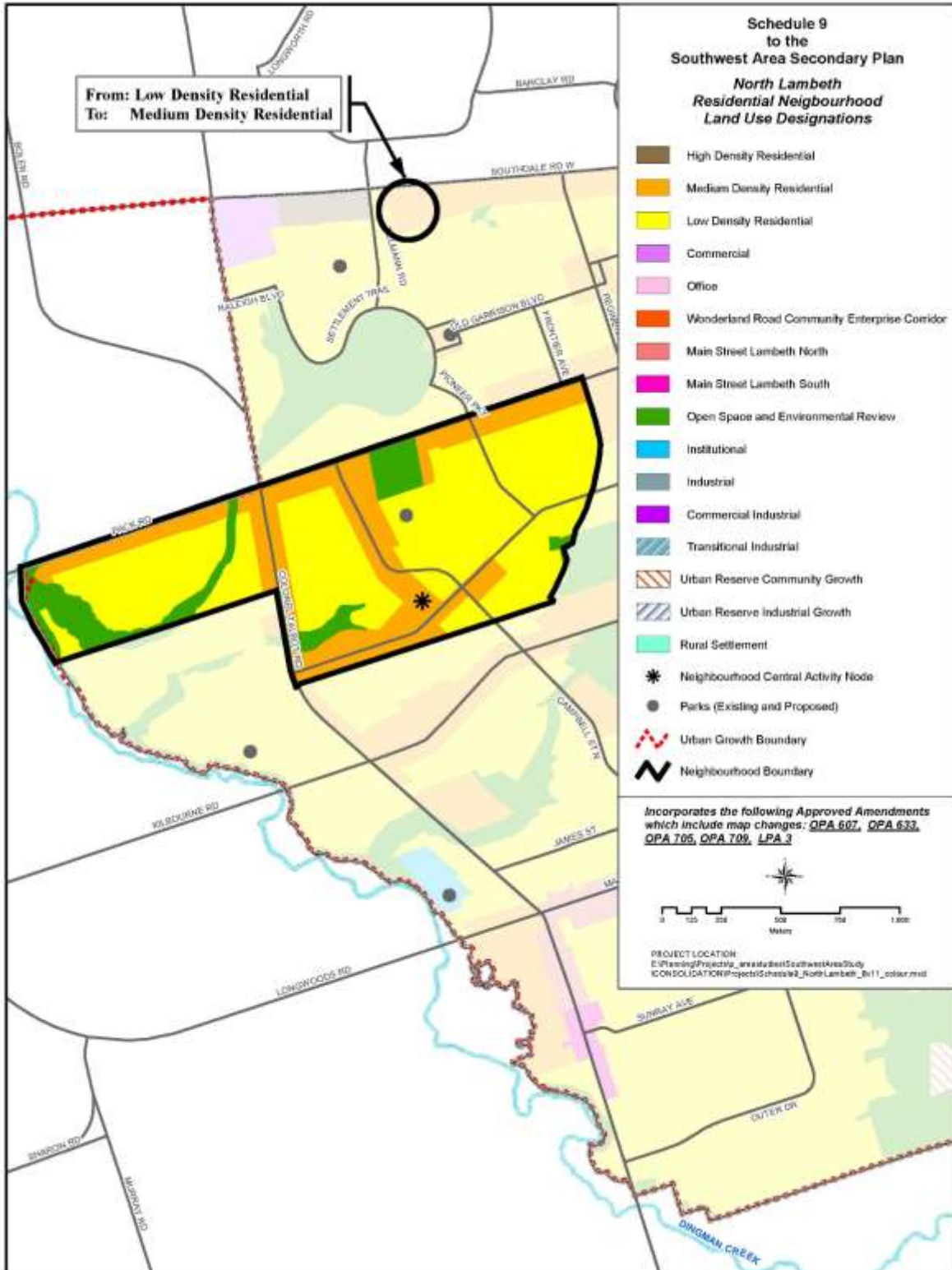
The London Plan for the City of London is hereby amended as follows:

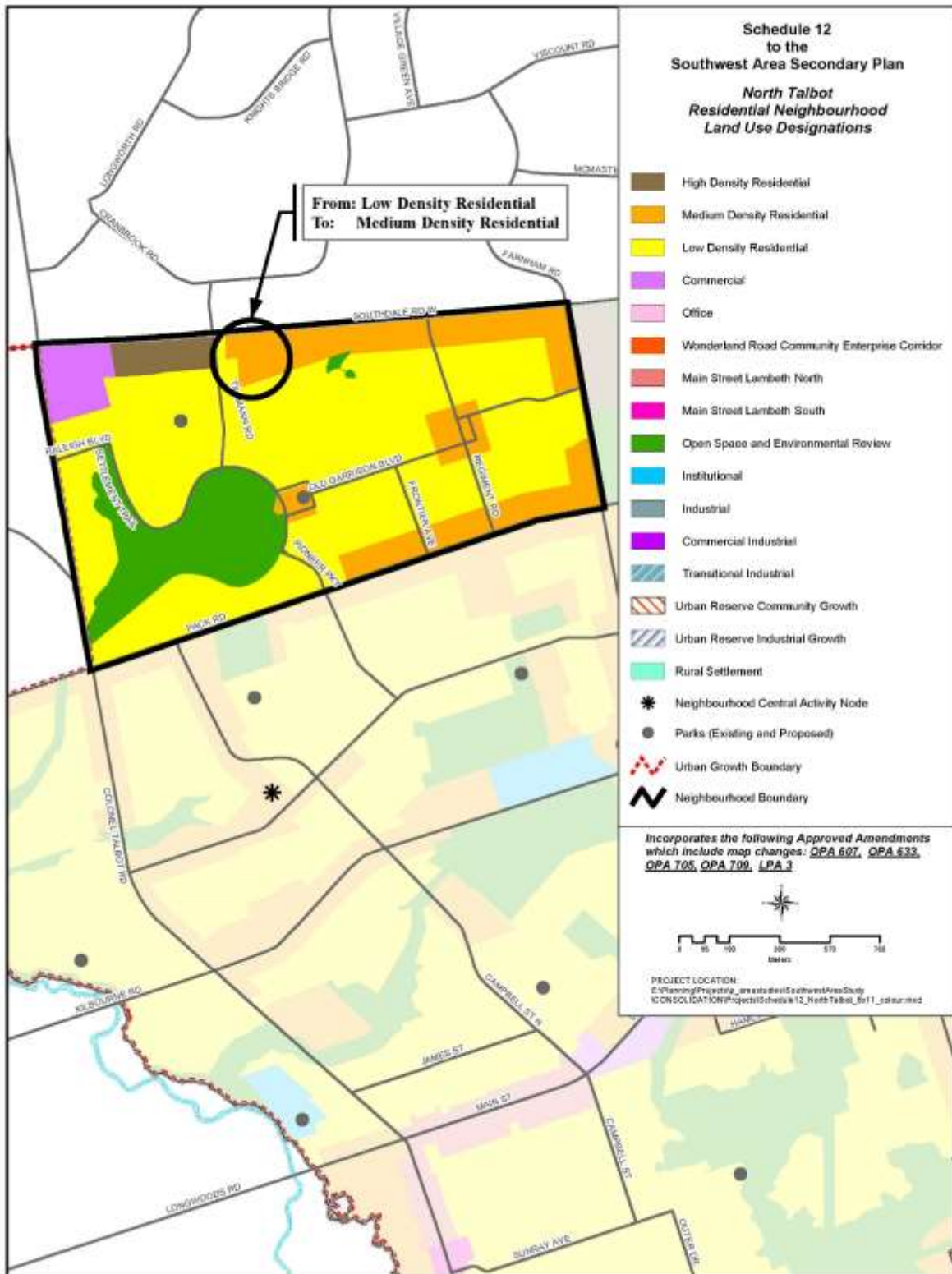
1. To change Policy 1535_5. Southwest Area Secondary Plan to the London Plan for the City of London Planning Area is amended for those lands located at 799 Southdale Road West, by changing the following:
 - i) Appendix 1, Official Plan Extracts (Southwest Area Secondary Plan) from “Low Density Residential” to “Medium Density Residential”;
 - ii) Section 20.5 (Multi-Use Pathways and Parks) - Schedule 2 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”;
 - iii) Section 20.5 (Southwest Area Secondary Plan) - Schedule 4 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”;
 - iv) Schedule 6 (Lambeth Residential Neighbourhood) from “Low Density Residential” to “Medium Density Residential”;
 - v) Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Medium Density Residential”; and
 - vi) Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Medium Density Residential”.











Appendix D Zoning By-law Amendments

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 799
Southdale Road West

WHEREAS Speyside East Corporation applied to rezone an area of land located at 799 Southdale Road East, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 799 Southdale Road West, as shown on the attached map comprising part of Key Map No. A.110, from an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6)) Zone to a Residential R7 Special Provision (R7()*H20*D100) Zone and a Residential R5 Special Provision/Residential R9 Special Provision (R5-7()/R9-3() Zone; and from a Residential R2 Special Provision/Residential R4 Special Provision (R2-1(13)/R4-3(1) Zone to a Residential R5 Special Provision/Residential R9 Special Provision (R5-7()/R9-3() Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provision:

R5-7() 799 Southdale Road West
 - a) Regulations:
 - i) Density 100uph
(maximum)
 - ii) The front lot line is deemed to be Southdale Road West
- 4) Section Number 11.4 of the Residential R7 (R7) Zone is amended by adding the following Special Provision:

R7() 799 Southdale Road West
 - a) Regulations:
 - i) Front yard 0.5 metres
(minimum)
 - ii) West side yard 9.2 metres
(minimum)
 - iii) The front lot line is deemed to be Southdale Road West
 - iv) *Notwithstanding the definition of "Continuum-of-Care Facility" to the contrary, an "Apartment Building, Senior Citizens" which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.*

- 5) Section Number 13.4 of the Residential R9 (R9-3) Zone is amended by adding the following Special Provision:

R9-3() 799 Southdale Road West

a) Regulations:

- | | | |
|------|--|------------|
| i) | Density
(maximum) | 100uph |
| i) | Height
(maximum) | 17 metres |
| ii) | Front yard
(minimum) | 0.5 metres |
| iii) | West Side Yard
(minimum) | 4.8 metres |
| iv) | East Side Yard
(minimum) | 6.0 metres |
| v) | The front lot line is deemed to be Southdale Road West | |
| vi) | All buildings must be oriented to the Southdale Road West frontage | |

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

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

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



GeoInformation

Appendix E– Public Engagement

Community Engagement

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written and verbal replies were received from 15 individuals.

Also, August 13, 2020, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Thirteen members of the community attended the community meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

The public's concerns generally included:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the low-rise single-family home characteristics of the neighbourhood
 - Inadequate open space
- Possible impacts on drainage
- Loss of property value

Responses to Public Liaison Letter and Publication in “The Londoner”

Todd Smith
Heidi Coburn
Becky Williams
David Brooks
Colin Dambrauskas
Ken and Cory Hoff
Lindsay and Marcus Campbell
Bruce Turner
Diane Bryan
Mike and Marlene Brandao

Riley, Alanna

From: [REDACTED]
Sent: Thursday, May 14, 2020 3:52 PM
To: Riley, Alanna; Hopkins, Anna
Subject: [EXTERNAL] Concerns on development on Southdale and Tillmann Rd

Good Afternoon Alanna,

I am writing in concerns that myself and many Talbot Villagers feel about the proposal for the new development on the Southdale and Tillman Rd section in London ON.

When we purchased our home on Raleigh Blvd east, we reviewed, researched and followed up to determine what type of zoning was to go behind us in the hills if we were to purchase our house, make the investment that we did moving into this part of London and what we could expect for future growth.

We were told the most it would be is single dwellings or town homes.

Not in any point were we told the density would be potentially increased to 5 and 6 story apartments along with town homes.

This is exactly why we did not purchase a home where the Pomeroy apartments are as we wanted to avoid that type of density.

The impact on Southdale Rd is absolute sheer congestion as is, and adding this into the mix will make it unbearable.

You will be decreasing the value of our homes, that many of us have invested for our long term homes and to be driven out by sheer disregard for what an amazing neighborhood this is, plus increasing the volume with this monstrosity is an outrage.

I feel we were lied to, I already pay through the roof in taxes more than near anyone else in Talbot Village and should have a say in this.

Many of the people in Talbot Village are completely against this proposed idea of increasing sheer mass to our calmed neighbourhood, where kids (when Covid-19) is lifted play outside and with each other knowing that its a calmed neighbourhood to changing that to the hussle and bussle of more cars, more people and more danger to kids outside playing.

I would expect there will be required to discuss with the people who this will directly impact not only in Talbot Village but those who all live in the area of Southdale West as it already cannot handle the current volume now.

To change the zoning and increase the density is not the answer nor what we were told and to take away what our investment is, will be noting for protests, action and publicity that will not be taken lightly when explained and demonstrated throughout the London ON community.

1

I urge that we need to discuss this further, find out why we have been lied to when we moved in and now to take away the already amazing neighbourhood we live in. This is not the space for the proposal nor the zone for it.

I would like to arrange a further call as I want to be notified in all terms of meetings, where we can put in our motions to deny the request of the new proposed zoning.

Thank you for your time.

Kind Regards
Becky Williams

[REDACTED]

Riley, Alanna

From: [REDACTED]
Sent: Tuesday, May 19, 2020 2:32 PM
To: Riley, Alanna; Hopkins, Anna
Subject: [EXTERNAL] File: OZ-9188 799 Southdale Road West

This E-Mail is in reference to File: OZ-9188 proposed Amendments to 799 Southdale Road West.

As a resident of Talbot Village I was quite concerned to receive a notice of "Official Plan and Zoning By-Law Amendments" to the property of 799 Southdale Road West. My family lives down the street from this parcel of land and will be directly affected by its development or more to the point the improper and over development of this property. Please see talking points and concerns below.

Traffic Impact Study

Extremely limited study area. Fails to consider large developments proposed in the surrounding area. The study, glaringly fails to provide an analysis of the already busy intersection of Colonel Talbot Road and Southdale Road West. Even with the limited study, the proposed access of the site and Southdale Road West will experience a Failing level of service (northbound) for all future scenarios. This will result in risky traffic movements (especially left hand turns) with an increase of serious accidents. The failing level of service at this access will also result in traffic having to use Raleigh Boulevard through the quite single family neighbourhood. These street were not designed for this level of traffic.

Official Plan and Southwest Area Plan

This site is currently designated as Low Density Residential. Other properties along Southdale Road West are designated for Medium Density Residential and should be developed before considering a change to 799 Southdale Road West. My Family and other residents relied on the current long term planning documents when making our biggest life investments (purchasing homes) Realtors and City staff provided information that some areas along Southdale were planned for High Density and Medium Density Residential development. However, the property at 799 Southdale Road West was to be developed as Low Density Residential and that played a major role for families when choosing what home to purchase or property to build on. Five and six storey buildings, with potentially 1000 people is not what I and other existing homeowners understood would develop on this property. This project proposes far too much density for the site.

Environmental / Green Space Concerns

This proposed development has a complete lack of functional public open space for the size of this project and will potentially

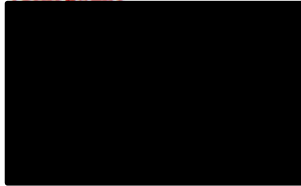
Overwhelm the existing open spaces of Talbot Village. Significant concern for Stormwater Management given the extent of hard surfacing for this project and with the increasing frequency of severe storm events. My family built our house in 2013 and in 2014 our basement flooded during one of our 100 year storms that seem to occur every year now. (Flood Damage \$15,000.00) The proposed development virtually offers no green space and is fundamentally a giant parking lot. This will most certainly have an adverse effect to the existing infrastructure's ability to manage Stormwater.

Please deny this application at your first opportunity to save the developer further unnecessary expense and provide my family and existing residents of Talbot Village the type of development (Low Density Residential) they were told would occur on this site.

If this project proceeds to the next stage I request to be cc'd a copy of the City Staff Report.

Regards,

Todd Smith



Riley, Alanna

From: [REDACTED]
Sent: Monday, June 01, 2020 11:13 AM
To: Riley, Alanna
Subject: [EXTERNAL] File: OZ-9188/799 Southdale Road West Planning Application

Alanna Riley:

As residents of Upper Canada Crossing in Talbot Village for 8 years now, my husband and I are writing to express our opposition to the proposed planning application for 799 Southdale Road West, in its current state, due to the extremely high density. We are very disappointed to see the application is to amend the current official plan from low density to medium density. Signage on Tillman for years stated the plan was for low density residential on the site and my husband and I bought our retirement property with that in mind. We feel the city needs to be more transparent when posting signage as we now realize posted signage is very misleading if applications can be made and approved years later after neighbourhoods have been developed which are very different from the official city plan for a specific area. Why even bother to have an official city plan then?

While we are unhappy about the application to change the plan from low density to medium density we would accept the proposed application provided these suggestions regarding density, traffic concerns and green space were included into revised plans:

1. The townhomes are eliminated as part of the application based on density of the site plan and traffic concerns. Squeezing 33 townhomes into this site plan as though it was an afterthought is sheer overdevelopment. The townhomes having to use Raleigh Boulevard for access will put extra strain on this quiet, existing residential street. Also residents of the townhomes wishing to gain access to the south end of London/Pack Road would have the option of using the more convenient route of Upper Canada Crossing putting added strain on that street as well. As an example, townhomes were recently developed at the corner of Colonel Talbot Road and Raleigh Boulevard with their access into Talbot Village being Raleigh Boulevard. This had no impact on any existing streets in the neighbourhood. We understand there are areas along Southdale Road West which are slated for high and medium density. Please consider the townhomes for those areas while you have the time to plan properly for traffic concerns instead of trying to alter a quiet established neighbourhood with a patchwork of altered traffic.
2. Raleigh Boulevard and Upper Canada Crossing should not be used as potential feeder streets to the apartments. Nor should Tillman be used at the entry point in the continuum-of-care facility. We feel Tillman Road is not equipped to handle any more traffic. Has there been a study to address the left hand turning lane on Tillman Road onto Southdale Road West potentially blocking the entrance to the continuum-of-care facility? Although this is the most used entry point into Talbot Village and is already used by the hundreds of residents of the 3 apartment buildings on Southdale Road West when approaching from the east (which should never have been approved!) as well as a bus route, it is the most narrow and the most poorly designed. Perhaps a feeder street can be developed running parallel to Southdale Road West to service both the continuum-of-care facility and the two apartments? The continuum-of-care facility and the two apartments should have their own separate entrances off of Southdale Road West so there is zero traffic impact into the established quiet residential neighbourhood.
3. Reduce the height of the apartment buildings and the continuum-of-care facility if possible. The present scale of these buildings seems to overwhelm the present neighbourhood. Reducing the height would help to have the two apartment buildings blend in better with the existing residential neighbourhood. A small compromise considering this was slated for low density.
4. Provide green space for the continuum-of-care facility and the two apartment buildings. What a terrible disservice to the potential residents of these facilities not to provide one bit of green space. Having a bit of grass in the front of the buildings is not sufficient especially considering the density proposed. For seniors not to be able to enjoy trees, a landscaped area and at the very least a little nature trail so they can take a stroll or to be pushed in a wheelchair within their facility with easy access is shameful. Major tree plantings should be mandatory at the southern edge of the proposed site to soften the impact of the 2 apartment buildings, the continuum-of-care facility and the parking lots that would otherwise be the view from the backyards of the existing homes on Raleigh Boulevard.

1

5. We are concerned about the storm water management. We are not engineers so we cannot offer any suggestions with regards to this issue. However we hope there is considerable awareness that many residents have had flooded basements in recent downpours. The proposed plan brings with it large hard surfaces which will create much run off. Will the existing infrastructure be able to handle this added run off? We ask that you keep this in mind for our existing residential properties.

Please consider these suggestions. Without compromise we will strongly oppose this development in its present state. You only get one chance to get it right...we hope you will take into consideration the residents of this lovely, quiet neighbourhood and the effect it will have on our quality of life here. Thank you.

We would kindly request a copy of any revised Planning Application as well as the City Staff Report.

Doug Sweet & Heidi Coburn

[REDACTED]

Riley, Alanna

From: diane bryan [REDACTED]
Sent: Thursday, May 14, 2020 4:27 PM
To: Riley, Alanna
Cc: Hopkins, Anna
Subject: [EXTERNAL] London.ca/planapos

I am a senior and am sure you are aware of our fears of being locked in isolation as we have been for what seems like forever.

We live at the intersection of Releigh Blvd. and Tillman for the past six years. This was to be our retirement home as it is a bungalow and it was quiet and comfortable when we bought it. We have lived under construction with dust, noise and inconvenience for the past 6 yrs.

Please put yourselves in our situation and try to understand our frustration, disappointment and fear when we received the planning application in the mail yesterday. We feel gridlocked and isolated now and can't begin to imagine what it will be like after the prepolsed construction. The traffic alone will be more unbearable as it is now. We have to plan on the appropriate time to take our trip to the plaza at Southdale and Wonerland or it can take forever.

I know we are not supposed to stand in the way of progress but please try to take into consideration of #1 your seniors, #2children, and #3 young families trying to make a comfortable living in a community that has in my opinion has sold us out for the almighty dollar.

Signed from a very disappointed and disheartening member of Talbot Village ☹️👍

Sent from my iPad

Riley, Alanna

From: Cory Hoff [REDACTED]
Sent: Tuesday, June 02, 2020 8:54 AM
To: Hopkins, Anna
Cc: Riley, Alanna
Subject: [EXTERNAL] Re: Zoning App. #OZ-9188 Speyside East Corp.

Hello Anna: I am writing concerning the zoning application for future development at the southeast corner of Tillman Rd and Southdale Rd. This area is already highly congested with traffic when attempting to drive from Southdale into Talbot Village subdivision. Our concern is that with the planning of high density buildings (5 and 6 stories, as well as 30 townhouses) at this corner, it will only congest way overboard. When travelling south into the subdivision on Tillman from Southdale, it will be near impossible to have clear access, as whoever planned Tillman Rd. made the road so narrow, trying meeting a city bus...it is frustratingly extremely tight...you almost have to stop! And this is a main road into our village!! That road needs to be widened...very poor planning!!!!. The city is going totally beyond reason with this planning of so many apartments and townhouses in this corner. Wow!! Unbelievable!!

Ken and Cory Hoff
[REDACTED]

Riley, Alanna

From: Lindsay Campbell [REDACTED]
Sent: Monday, June 01, 2020 3:34 PM
To: Riley, Alanna
Subject: [EXTERNAL] Zoning application file OZ-9188 (Speyside East Corporation)

Hello Ms. Riley,

I am a homeowner on Upper Canada Crossing and am concerned about the zoning application for the townhomes and apartment residences now proposed in the new plan.

We have owned our house here for 4 years now. When we bought, the plan for the property at Southdale and Tillman was always low to medium density. While I might have expected some townhomes, the new application for 5 and 6 storey buildings is not what was anticipated nor is it welcome.

I worry about the traffic that is to come with these new buildings. Southdale is a busy street and to have an entrance into the two 5 storey buildings off Southdale will make it that much busier. While I understand that eventually Southdale will be expanded, I feel that by increasing the number of people living here to the extent proposed, will cause the traffic in our residential neighbourhood to grow exponentially from people looking to avoid Southdale. The entrance to the continuum of care facility off of Tillman is also worrisome. Tillman is already a fairly narrow street, with bus traffic and is a vital entry to our neighbourhood. Having a parking lot for the 6 storey retirement facility will increase the traffic on this street drastically.

Looking at the proposed new plan, there doesn't appear to be very many green spaces for those people. There is a lot of concrete parking lots proposed in the plan. Our community has prided itself on the walkways and green space we have available to the residents here. This plan does not fit in with that plan.

Luckily, I am not one of the unfortunate homeowners who bought on Raleigh and will now back onto the proposed 5 and 6 storey buildings. There are a lot of expensive homes on that row and I can't imagine having these proposed buildings in their backyards will help with their home value. Many of the people in this part of the neighbourhood did their due diligence in looking at the proposed zoning for that property prior to buying in this neighbourhood. Changing that zoning now that we have a settled neighbourhood is unfair and completely misleading to those who did their homework prior to buying. Why zone it one way in the first place if you are able to just change it later. The initial zoning doesn't matter then.

To sum up, I feel very strongly that the changes to this zoning should not be approved as proposed.

I can be reached at the number below, [REDACTED] should anyone like to discuss this with me.

Kindest regards,

Lindsay Campbell CPA, CA, CBV, CFF
Partner
Hoare Dalton

[REDACTED]

Riley, Alanna

From: Bruce Turner [REDACTED]
Sent: Friday, May 15, 2020 11:25 AM
To: Riley, Alanna
Subject: [EXTERNAL] Zoning Bylaw Amendment File OZ-9188

I recently received the above Notice as My property is located across from the noted property and am writing to advise my opposition. We actually back on to Southdale Road and I and my neighbours have for some time been concerned with the significant increase in traffic along Southdale Rd and the resulting increase in noise and traffic congestion. This new development proposal will I'm sure add significantly to this concern.

I know that the City has plans to widen Southdale to Colonel Talbot and add appropriate noise cancelling fences however from what I understand this will not be happening until 2026 at the earliest.

For this reason I would be opposed to the Zoning Amendments at least until Southdale Road widening has been completed. I look forward to your response.

Thanks,
Bruce Turner
[REDACTED]

Good morning Ms Hopkins

I am emailing in regards to the new proposed plans to go in behind several houses including my own in Talbot Village (Southdale rd and Tilman).

My family along with my neighbours bought our location on Raleigh blvd East, with full knowledge and plan that the area to be developed behind us was zoned for low to medium density but no multi level units

Now we are seeing the plan(link below) to change this proposal and take this amazing community we have with signs throughout the village (calm ed traffic neighbourhood) and put these monstrosities behind us, ultimately lowering the value of our homes

<https://www.london.ca/business/Planning-Development/land-use-applications/Documents/Development-Services/OZ-9188/OZ-9188-Planning-and-Design-Report.pdf>

I have already spoken to several neighbours and each one is against this new proposed plan and everyone is in agreement that partly if the reason we bought our homes was the solemn fact we would not be getting these proposed buildings behind us

I have never been unhappy with where me and my family have decided to settle and love our area, our neighbourhood and your loyalty to your district. What I need from you is support and guidance to push back on this new rezoning plan and support the continued efforts of keeping Talbot Village safe from such new plans

I would love to discuss with you further and I am available at _____.

I look forward to your call

Thank you

Kind regards

Sent from my iPhone

Agency/Departmental Comments

London Hydro – May 11, 2020

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 – June 11, 2020

The UTRCA has no objections to this application. Thank you for the opportunity to comment.

Development Services – Engineering – May 27, 2020

In addition to comments provided to the applicant at the SPC stage, see attached, Engineering team offers the following:

- SWM team evaluated requested setback through digital and site visit review and concluded that they don't foresee any realistic issues with a 4.8m setback. Proposed layout is not preferred; however, layout seem to be able to achieve SWM criteria
- Additionally, please find below Transportation comment's regarding 799 Southdale Road West:
 - The TIA is not acceptable and will need to be revised to address the following comments:
 - Southdale Road West has recently undergone an Environmental Assessment (EA), as part of the Council approved Southdale Road West EA access will be restricted to right in/right out via a median along Southdale road, the TIA will need to re analyse the traffic distribution and intersection analysis recognising this ultimate condition.
 - Access to Southdale Road in the interim will only be permitted as a right in/right out and will need to be restricted through a raised median (this is reinforced by the commentary provided on page 8 regarding delay for N/B traffic at the proposed site access to Southdale road)
 - Intersection analysis summary tables to include queue length, delay, and V/C (all tables will need to be updated)
 - Zoning Comments:
 - A revised Transportation Impact Assessment (TIA) is required A shared access is required between the two uses
 - Road widening dedication of 24.0m from centre line required along Southdale Road West from Tillman Road to a point 150m east
 - Road widening dedication of 18.0m from centre line required along Southdale Road West from a point 150m east of Tillman Drive to the easterly limit of this plan
 - 6.0m x 6.0m daylight triangle will need to be re-established
 - Purposed access to Southdale Road will be restricted to right in right out via a median and will require a right turn taper
 - Street stubs are to be dedicated to applicant (Geomatics to confirm process) for both legs of Upper Canada Cross
 - Detailed comments regarding access design and external works will be made through the site plan process

Appendix F – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.3 Settlement Areas
 - 1.1.3.2
 - 1.1.3.3
 - 1.1.3.4
 - 1.6.7.4
 - 1.4 Housing

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

Southwest Area Secondary Plan:

20.5.1.2;
20.5.1.4;
20.5.2;
20.5.3;
20.5.4;
20.5.16;
Schedule 1, 2, 4, 12

(1989) Official Plan

3.3 Low Density Residential

- 3.3.1 Permitted Uses

3.4. Multi-Family, High Density Residential

- 3.4.1. Permitted Uses
- 3.4.2 Location
- 3.4.3. Scale of Development

11.1. Urban Design Policies

The London Plan

Neighbourhood Place Type
Permitted Uses (837)
Intensity (840)
Form (841)

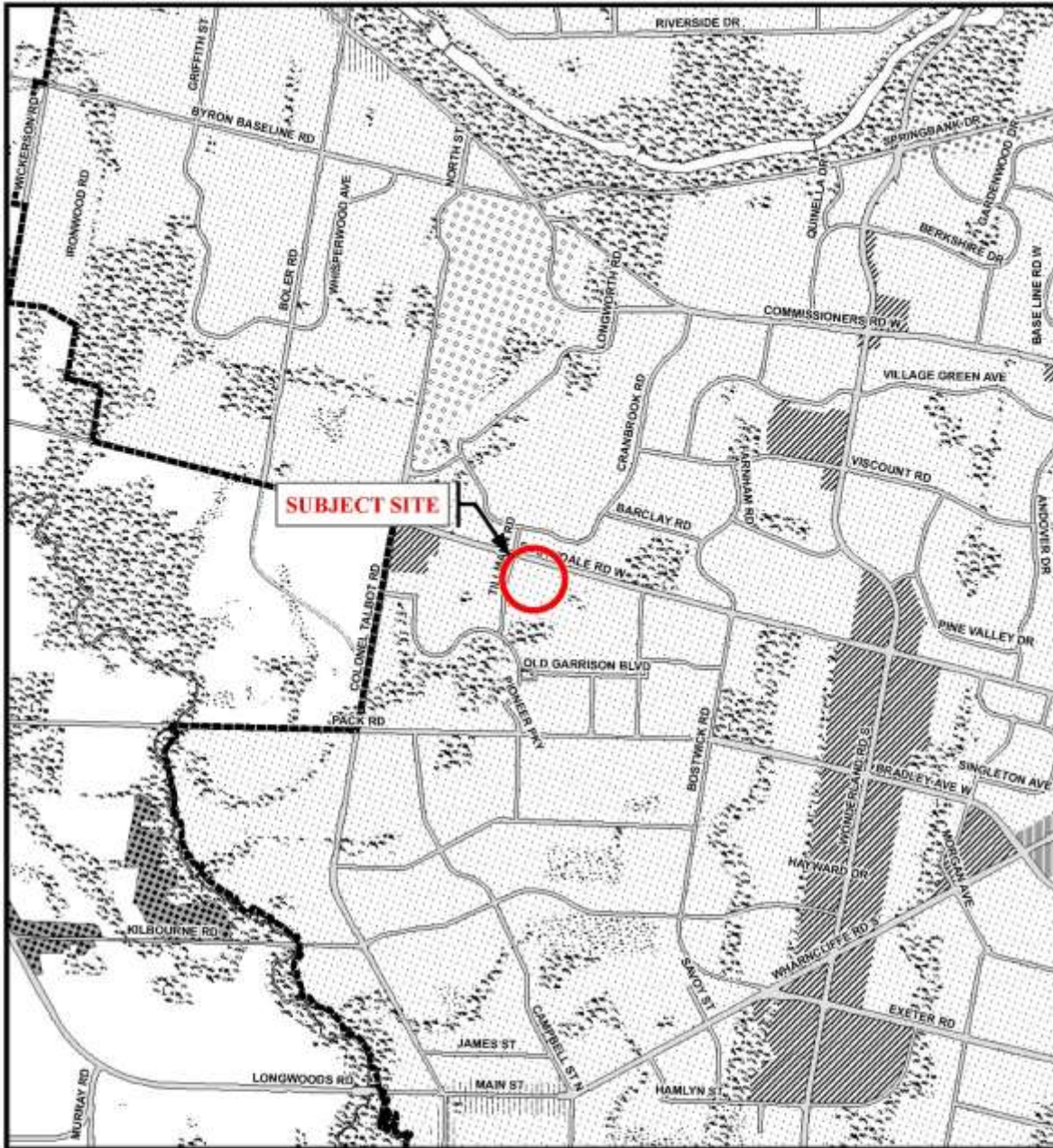
Z.-1 Zoning By-law

Site Plan Control Area By-law

Appendix G – Relevant Background

Additional Maps

The London Plan Map 1 – Land Use

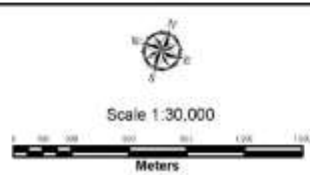


Legend					
	Downtown		Future Community Growth		Environmental Review
	Transit Village		Heavy Industrial		Farmland
	Shopping Area		Light Industrial		Rural Neighbourhood
	Rapid Transit Corridor		Future Industrial Growth		Waste Management Resource Recovery Area
	Urban Corridor		Commercial Industrial		Urban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

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

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

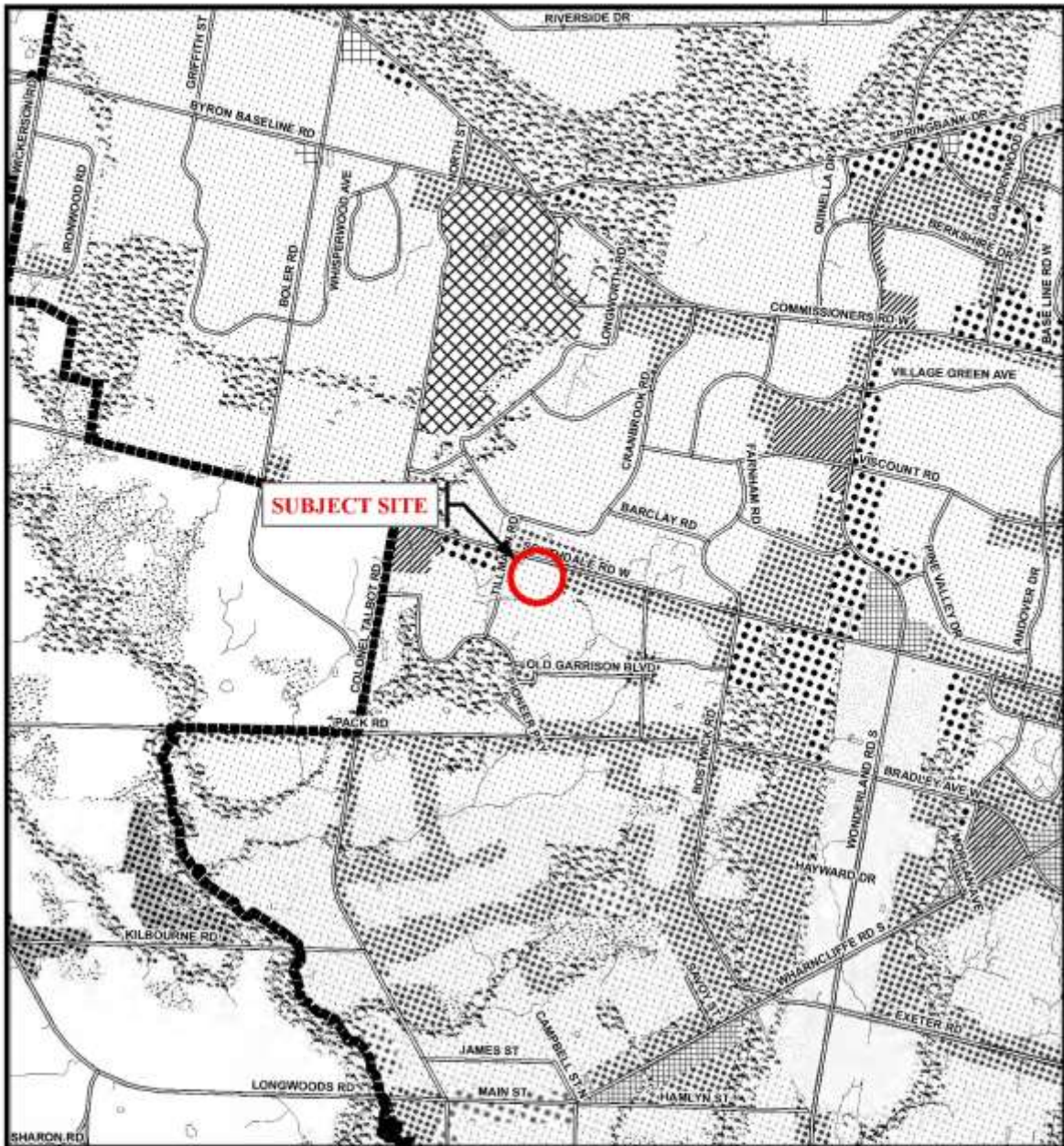
CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: OZ-9188
Planner: AR
Technician: RC
Date: March 11, 2020

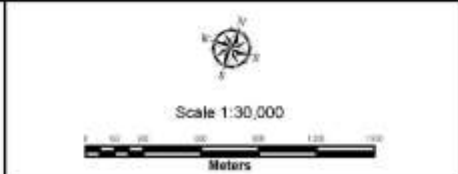
Project Location: E:\Planning\Projects\p_officialplan\work\conso\K0\excerpts_LondonPlan\mxd\OZ-9188-Map1-Place Types.mxd

1989 Official Plan Schedule A – Land Use



Legend			
	Downtown		Office Business Park
	Enterprise		General Industrial
	Enclosed Regional Commercial Node		Light Industrial
	New Format Regional Commercial Node		Regional Facility
	Community Commercial Node		Community Facility
	Neighbourhood Commercial Node		Open Space
	Main Street Commercial Corridor		Urban Reserve - Community Growth
	Auto-Oriented Commercial Corridor		Urban Reserve - Industrial Growth
	Multi-Family, High Density Residential		Rural Settlement
	Multi-Family, Medium Density Residential		Environmental Review
	Low Density Residential		Agriculture
	Office Area		Urban Growth Boundary
	Office/Residential		

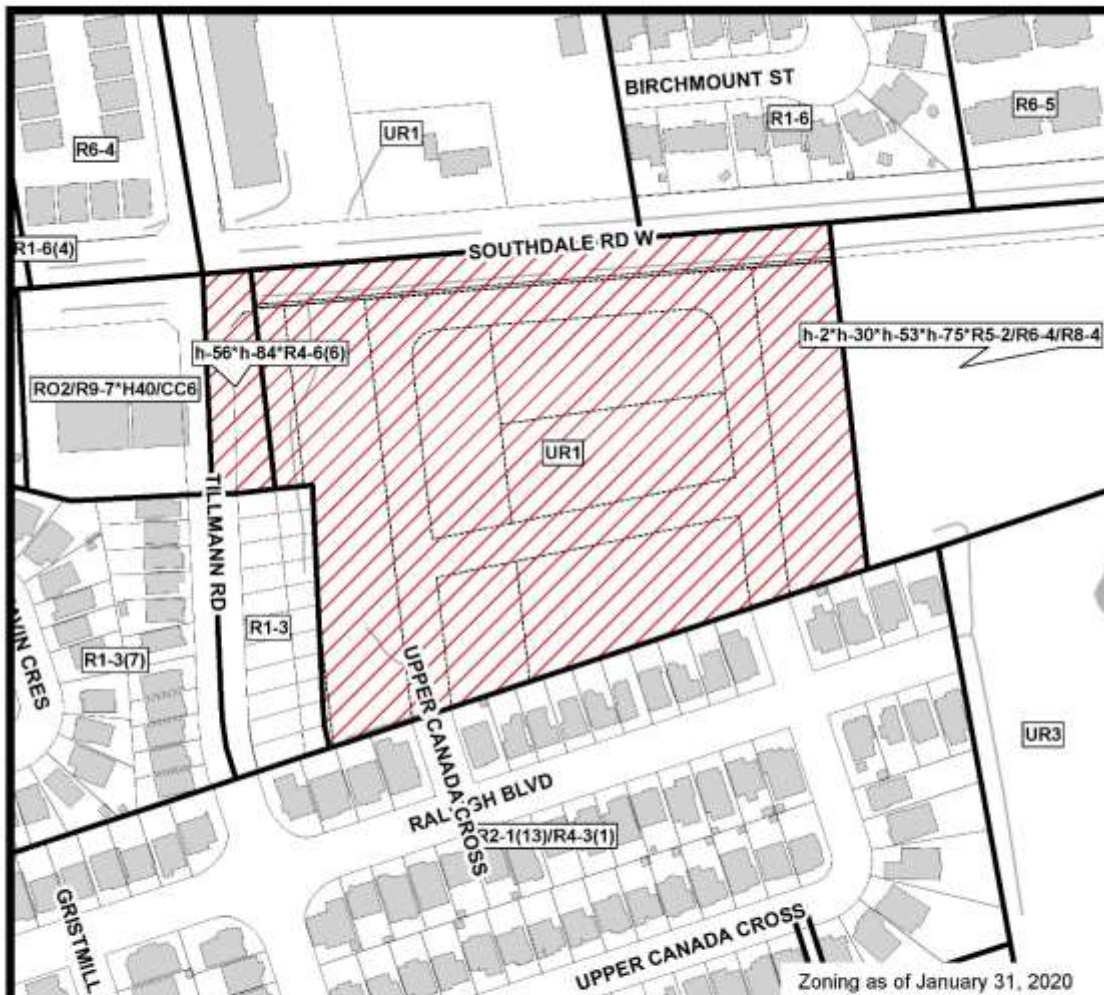
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9188
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 11/03/2020

PROJECT LOCATION: e:\planning\projects\ip_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_NEW_b&w_bx14.mxd

Zoning By-law Z.-1 Map



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

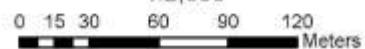
**ZONING
 BY-LAW NO. Z-1
 SCHEDULE A**



FILE NO:
 OZ-9188 AR

MAP PREPARED:
 2020/03/11 RC

1:2,500



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

PUBLIC PARTICIPATION MEETING COMMENTS

3.6 PUBLIC PARTICIPATION MEETING – 799 Southdale Road West (OZ-9188)

- Councillor Cassidy: Thank you Ms. Riley. Any technical questions for Ms. Riley? Seeing none I'm wondering if the applicant is present and would the applicant care to address the Committee? State your name and you have five minutes.
- Good afternoon Committee. Again my name is Matt Campbell and I'm with Zelinka Priamo on behalf of Southside the applicant on this application. We're very excited to be here tonight. We worked quite a while with staff and we've reviewed the staff report and I will acknowledge there is quite of a lot of amendment material to go through. We have gone through that in detail and we're quite satisfied so thank you to staff for, for putting forward those draft by-laws and draft policies. One of the questions that has come up a number of times that I would just like to point out for the Committee's information is that the continuum of care facility, this is a model of care that we're really seeing across the board and it's quite a positive thing that we're seeing. It is the facility that combines a nursing home element, which referred to in our report as assisted living, as well as independent living which is under the Zoning By-law it's defined as a senior citizens apartment building so we are actually combining those two elements together to create a facility where members of the community can age in place. We're very excited about that. Again we're, we've had the benefit of speaking to the community. We did hold a community open house. Normally we like to do those in person but thanks to Covid we, we were able to do that online and it was quite, it was quite an active response that we received with that and we thank members of the community for coming out and sharing their thoughts. Again we're, we're happy with staff's recommendation and we're here to answer any questions that the Committee or the public may have. Thank you very much.
- Councillor Cassidy: Thank you Mr. Campbell. So I'll go to the committee rooms now and just see if there are any members of the public who would like to address the Committee? Come forward and state your name and you have five minutes.
- Hi. Good evening everyone. My name is Becky Williams, a resident in the Talbot Village community and I just wanted to discuss in regards to the rezoning of 799 Southdale Road some of that negative impacts that it will have not only for Talbot Village but surrounding communities. As we purchased our home in Talbot Village we did thorough research in regards to the zoning that was going to be going on the Southdale Road as we back on to Raleigh with the hills behind us that are there currently. It was zoned for low density and that's why we chose our home and invested our savings into that house rather than where the high density was going to be with the Pomeroy building and the new apartments there. We knew that was going to be high density therefore we chose where we did for the purpose of low density along with other neighbors and residents there. The traffic calming area that we currently have in Talbot Village will be severely disrupted with the amount of housing. I believe now with a total of six hundred and ninety three units between the continuum care facility, two apartments and thirty-three townhomes. That will disrupt the calming, like I said, neighbourhood we have existing now. My thoughts and ideas are similar to retirement home village of Glendale Crossing Andover and Southdale, it would be a better purpose to use those lands for facilities such as that, where it's a three level building with some green space around it and it's not impeding in the neighbourhood nor is it taking over and consuming the neighbourhood and the residents there however having the impact of the three large buildings, five and six story, and thirty-three town homes in such a small space is very congested, is going to increase traffic problems and with the current infrastructure on

Southdale, Tillmann Road and Colonel Talbot, it can't handle the traffic that's currently there.

From: Gys Versteegh
Sent: Friday, September 4, 2020 1:33 PM
To: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] 799 Southdale Rd. W., London On

Hi Anna, My name is Gys Versteegh. My wife Tina and I own the property at 804 Southdale Rd. W., We have lived there for 55 years, and have no intention of going anywhere. We think that the proposed development at 799 Southdale Rd. W. is just wonderful I hope that council approves it, as is, with no delay. We will not be attending the meeting Sept. 21, so please pass this message on for us. Thank-you

Report to the Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: George Kotsifas, P.Eng.
Managing Director, Development and Compliance Services &
Chief Building Official

Subject: Demolition Request for Heritage Designated Property
at 120 York Street

By: Farhi Holdings Corporation

Meeting on: Monday September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, with the advice of the Heritage Planner, the request to demolish the building on the heritage designated property at 120 York Street, within the Downtown Heritage Conservation District, **BE PERMITTED**, and the following actions **BE TAKEN**:

- a) That the Chief Building Official **BE ADVISED** of Municipal Council's intention in this matter; and,
- b) That the applicant **BE REQUIRED** to obtain final Site Plan Approval for the property.

Executive Summary

A request was submitted by the property owner for the demolition of the building on the heritage designated property at 120 York Street; the proposal is for an expanded surface parking lot. The property is located in the Downtown Heritage Conservation District, but the building on the property has no historical or architectural significance. Based on the review and analysis of relevant legislation and policies – along with mitigation measures aimed at enhanced landscape buffering and screening – heritage staff is satisfied that there will be minimal adverse impacts to adjacent heritage designated properties and to the urban fabric within the Downtown Heritage Conservation District.

Background

1.0 Overview

1.1 Property Location

The property at 120 York Street is located on the east side of Talbot Street, just south of King Street, at the intersection of Talbot and York Streets [Appendix A]. The subject property is square in shape (47m x 41m), and is surrounded to the north and east by an existing surface parking lot. The broader area around the subject property is surrounded predominantly by low-to-midrise commercial buildings and a bus station and CP rail lines (to the south).

Historic and architecturally significant properties are located primarily to the north along Talbot and King Streets. Properties in proximity to the subject site include 350 Talbot Street (1890, Romanesque Revival) and 347-351 Talbot Street (c1886, Italianate) which are both noted for their landmark status. However, many of the properties either adjacent or directly across Talbot and King Streets – from the subject property – are

vacant or surface parking lots, or ones that have minimal historical or architectural significance.

1.2 Cultural Heritage Status

The property at 120 York Street is designated under the *Ontario Heritage Act* (OHA) and is located within the Downtown Heritage Conservation District (HCD) since June 27, 2013. Properties within the HCD are ranked on a scale of A-D. These rankings identify the contributions of existing properties to the cultural heritage value or interest of the HCD. 120 York Street is a 'D' ranked property indicating that the property has no historical or architectural significance. 'D' ranked properties are also not covered by alteration guidelines in the HCD Plan when demolition is not resulting in replacement with a new structure.

1.3 Description

Historically, as early as the 1880s, the property – now known as 120 York Street – was comprised of (5) separate lots, containing multiple buildings and addresses. Early businesses consisted of commercial enterprises including a hotel, imports, repairs, furniture and flour and feed stores. Later businesses throughout the 1940s to 1960s were dominated by auto sales, repairs and gas stations. By the mid-1960s many of the buildings on the subject property were demolished and the property was already primarily comprised of surface parking. The current building on the property was constructed c1980, and has housed multiple retail establishments with onsite parking provided. The building has been occupied as recently as 2017, but is presently vacant.

The building is 2-stories, L-shape in plan, with a flat roof and constructed of masonry veneer. Retail bays of vertical arches punctuate each of the street facing facades through material surface differentiation. The style of the building exhibits vernacular modernist influences translated to a commercial use and form [Appendix B].

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Section 2.6.1 of the *Provincial Policy Statement (PPS-2020)* directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

“Significant” is defined in the *PPS-2020* as: “resources that have been determined to have cultural heritage value or interest.” Further, “[p]rocesses and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.” (p51)

Additionally, “conserved” means: “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained.” Pertinent to this report, note that “to conserve” may be achieved by the implementation of recommendations in a heritage impact assessment specifically through mitigative measures and/or alternative development approaches (pp41-42).

Various mitigative methods are identified in the *Ontario Heritage Tool Kit, HIAs and Conservation Plans InfoSheet#5* to minimize or avoid a negative impact on a cultural heritage resource (p4). These methods include, but are not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting and materials
- Limiting height and density
- Allowing only compatible infill and additions

- Reversible alteration
- Buffer zones, site plan control and other planning mechanisms

2.2 Ontario Heritage Act

The *Ontario Heritage Act (OHA)* directs that no owner of a property located in a heritage conservation district – designated under Part V of the *OHA* – is permitted to demolish a building on the property unless a permit is obtained from the municipality to do so.

Pursuant to 42(4) of the *OHA*, within 90 days after the notice of receipt is served on the applicant, Municipal Council may give the applicant:

- a) The permit applied for;
- b) Notice that Council is refusing the application for the permit; or,
- c) The permit applied for, with terms and conditions attached.

The *OHA* also requires that Municipal Council consult with its municipal heritage committee, the London Advisory Committee on Heritage (LACH), when a demolition permit application is received for a heritage designated property.

If Municipal Council fails to do any of these actions mentioned within the 90 days, Municipal Council shall be deemed to have given the applicant the permit applied for. If Municipal Council refuses the permit applied for or gives the permit with terms and conditions attached, the owner of the property may appeal to the Ontario Municipal Board within thirty days of receiving notice of Municipal Council's decision.

2.3 The London Plan

The *London Plan* establishes policies that support requirements of the *Ontario Heritage Act (OHA)* regarding demolition requests for heritage designated properties. Ultimately, an objective of the plan is “[t]o ensure that new development and public works are undertaken to enhance and be sensitive to cultural heritage resources.” (Policy 554_3)

Specifically Policy 586 and 600 require that alteration or demolition to heritage designated properties be evaluated for potential impacts and that mitigation measures be undertaken to conserve cultural heritage interest or value.

“The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.” (Policy 586)

Additional relevant policies related to this application include:

- Policy 597 which directs that the alteration, erection, demolition, or removal of buildings or structures within a heritage conservation district shall be subject to the provisions of Part V of the *Ontario Heritage Act*.
- Policy 569 which encourages the retention of architectural or landscape features and the use of other interpretive techniques if it is determined that a building may be removed.
- Policy 599 which states that pursuant to the *Ontario Heritage Act*, where a property is located within a heritage conservation district and an application is submitted for its demolition or removal, a demolition permit will not be issued until City Council has indicated its approval, approval with conditions, or denial of the application.

2.4 Downtown Heritage Conservation District Plan

The *Downtown Heritage Conservation District Plan (Downtown HCD Plan)* was designated by By-law No. L.S.P.-3419-124, and came into force and effect on June 27, 2013. The *Downtown HCD Plan* provides policies and guidelines to help manage change for the approximate 370 properties located within its boundaries.

The stated purpose in Section 1.2 of the *Downtown HCD Plan* is “to establish a framework by which the heritage attributes of the Downtown can be protected, managed, and enhanced as this area continues to evolve and change over time.” Taking a change management approach can assist in ensuring that changes proposed do not have an unmitigated, adverse impact on the cultural heritage value of the Downtown HCD.

In referencing demolition, the *Downtown HCD Plan* establishes in Policy 4.6 that “[t]he goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged; however, it is recognized that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies”.

The *Ontario Heritage Act* allows municipalities to prevent demolition of heritage buildings, or establish conditions for demolition, such as the requirement for an approved site plan or a specific time frame for construction of a new building on the site. Relevant to this application are requirements for site plan approval and recommended mitigative measures to protect the cultural heritage value or interest of adjacent properties and urban fabric attributes of the District as a whole.

Note that as a “D” ranked property, 120 York Street has been determined to have no historical or architectural significance. The demolition of the existing building on the property for a surface parking lot is not subject to alteration guidelines because no new replacement structure is being proposed; as well, no heritage alteration permit (HAP) is required.

The *Downtown HCD Plan* does not contain policies prohibiting or explicitly discouraging surface parking lots in the Downtown HCD; however, there are specific guidelines that recommend screening of these areas through landscape buffering. Relevant to this report and proposed surface parking, Section 6.2.6 of the *Downtown HCD Plan* outlines heritage guidelines specifically for ‘Undeveloped Lands and Parking Lots’. The guiding principle is that parking lots and permanent parking facilities respect the heritage aspects of the District through enhanced and carefully considered landscaping and screening. This can be achieved by the following guidelines:

- New parking areas added adjacent to existing buildings should be screened through the use of landscape materials such as brick walls, shrubs and/or trees.
- Landscape materials should have the same location as the front walls of adjacent buildings.
- Enhance existing parking lots with appropriate landscape materials.
- Corner parking lots should have edges defined through appropriate landscaping or fencing.

2.5 Downtown Parking Studies

A recent downtown parking strategy (2017) identified that 200-300 parking spaces could be needed in the next 20-years, within high parking utilization areas in the downtown; 120 York Street is located in one of these areas. Parking ‘space’ here is not specified and can mean on-street, surface lots or parking garages. This new reality has required City development standards to adjust; several measures have been undertaken to improve densities in downtown properties, and – in the context of parking, where low density surface lots represent an inefficient use of land space – efforts are being made to contain the spread of surface parking lots.” (p iv)

3.0 Proposed Project

The proposal involves removal of the existing building at 120 York Street – along with existing paving at both 120 and 126 York Street – to develop the combined properties into one surface parking lot measuring approximately 61m x 85m. According to the *Heritage Impact Assessment* (AECOM, 2019 p9), the applicant has no long-range plans for development on these properties this time. The applicant is currently seeking site plan approval for construction of the surface parking lot (City File: SPA20-023). The application includes 48 parking spaces (2 accessible) and both perimeter landscape buffering and internal median plantings [Appendix B].

3.1 Demolition

Written notice of intent to demolish the existing building located at 120 York Street was received on February 28, 2020. Note that timelines legislated pursuant to the *Ontario Heritage Act* are currently suspended by Ontario Regulation 73/20 for the duration of the COVID-19 pandemic.^a It is anticipated that LACH will have a recommendation available to present at the September 8, 2020 meeting of the Planning & Environment Committee.

3.2 Consultation

Pursuant to Council Policy for demolition on heritage designated properties, notification of the demolition request will be sent to 1,277 residents and property owners within 120m of the subject property, as well as community stakeholders including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Notice will also be published in *The Londoner*. At the time of this writing, no replies have been received regarding this demolition request.

3.3 Heritage Impact Assessment

A *Heritage Impact Assessment* (HIA prepared by AECOM, dated October 2019) accompanied the demolition request [Appendix C]. The primary purpose of this HIA has been to assess the impacts of the proposed demolition and extended parking lot on the cultural heritage value and attributes of the Downtown as identified in the *Downtown HCD Plan* (particularly within the area of the subject property), and to make recommendations to mitigate any adverse impact that may arise. Conclusions of the HIA state that: “the subject property was determined to have no cultural heritage value, however, properties to the north, east, and west of the property are identified to have cultural heritage significance.” (p i) Recommendations focus almost exclusively on the potential impacts of demolition on surrounding heritage buildings most impacted, particularly 350 Talbot, 123 and 124-127 King Street:

“... the primary recommendation of this report [is] that prior to commencement of site preparation construction and demolition activities, that measures be implemented in accordance with established principles such as *The Standards and Guidelines for the Conservation of Historic Places in Canada* and the City of London policy and by-laws, to protect surrounding heritage properties from construction/demolition activity and any vibrations that may result from that. A site plan control application [should] be submitted to the satisfaction of the City to obtain approval for the layout of the proposed surface parking lot of the subject site. (p15)

^a Note that ordinarily Municipal Council must respond to a notice of intent to demolish a heritage designated property within 90-days, or the request is deemed consented. During this 90-day period, the London Advisory Committee on Heritage (LACH) would be consulted and, pursuant to Council Policy, a public participation meeting would be held at the Planning and Environment Committee.

4.0 Analysis

Demolition of buildings on properties in the Downtown Heritage Conservation District – as well as the development or expansion of surface parking lots – is discouraged. However, based on the ranking afforded the building on the property at 120 York Street, the building has no heritage significance, therefore demolition of the building does not result in a loss of an identified cultural heritage resource. Zoning is also in place for the requested use as an accessory parking lot. Moreover, downtown parking studies have concluded there is a need for a modest number of future parking spaces (particularly in the area surrounding 120 York Street) due to the loss of surface parking lots from anticipated increases in high-rise, infill development in the Downtown.

Mitigation is an important component of any demolition activity involving cultural heritage resources. The HIA submitted with the demolition request recommends strategies to mitigate against potential damage (e.g. vibration, flyout of construction debris, structural compromise), particularly to 350 Talbot, 123 and 124-127 King Street. However, strategies such as vibration monitoring, pre- and post-structural assessments and construction buffering are deemed excessive in this situation, given that the building at 120 York Street is currently freestanding, in the middle of a parking lot, and is not adjacent to any other structure. Upon further consideration, the above forms of mitigation measures are not being required for this demolition (above demolition contractor requirements). If this application was resulting in the construction of a new tower, there would be more concern with regards to potential impacts due to excavation vibration and the construction of footings.

Mitigation can also take the form of enhanced design that makes new development more compatible with the surrounding heritage context. In the existing condition, the overall context in and around 120 York Street lacks cohesion in the urban fabric due primarily to the predominance of surface parking, vacant lots and some inconsistencies in how buildings address the street wall (e.g., the present “I-shaped” building). The extension of the parking lot at 120 York Street, and the fact that it is a corner property, exacerbates this condition and places increased emphasis on site plan measures to improve the context due to the recommended demolition. Mitigation through enhanced design is a crucial component of Site Plan Approval for this application to ensure that the surface parking lot does not result in paving the entirety of the property. Guidelines in Section 6.2.6 –Undeveloped Lands and Parking Lots – provide clear direction, and should be implemented to ensure compliance with the *Downtown HCD Plan*. As/per these guidelines, the surface parking lot design can achieve compliance by defining the street edges of the parking lot (particularly at the corner) with substantial plantings, including shrubs and trees, along with landscape buffering and screening that are considered through Site Plan Control Approval.

Conclusion

Demolition of buildings within a heritage district is strongly discouraged and indeed seems to run contrary to the intent of “heritage conservation.” However, each demolition request within any of London’s heritage conservation districts is considered on a case-by-case basis. In some situations, the removal of fragments within the urban fabric may be allowed for limited circumstances. In this instance, the building on the subject property is not considered to have historical or architectural significance, and does not significantly contribute to the heritage character of the District.

Based on the review and analysis of relevant legislation and policies along with the implementation of enhanced landscape design, heritage staff is satisfied that there will be minimal adverse impacts to adjacent heritage designated properties and to the urban

fabric within the Downtown Heritage Conservation District as a result of the requested demolition and proposed expanded surface parking lot.

Prepared by:	Laura E. Dent, M.Arch, PhD, MCIP, RPP Heritage Planner
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.Eng. Managing Director, Development and Compliance Services & Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 14, 2020

LED/

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Appendix A Maps

Appendix B Images

Appendix C Heritage Impact Assessment (AECOM, Oct 2019)

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1967 (1:12,000), Available Online.

1965 (1:12,000), Available Online.

1955 (1:15,700), Available Online.

1950 (1:12,000), Available Online.

1942 (1:12,000), Available Online.

Appendix A – Maps

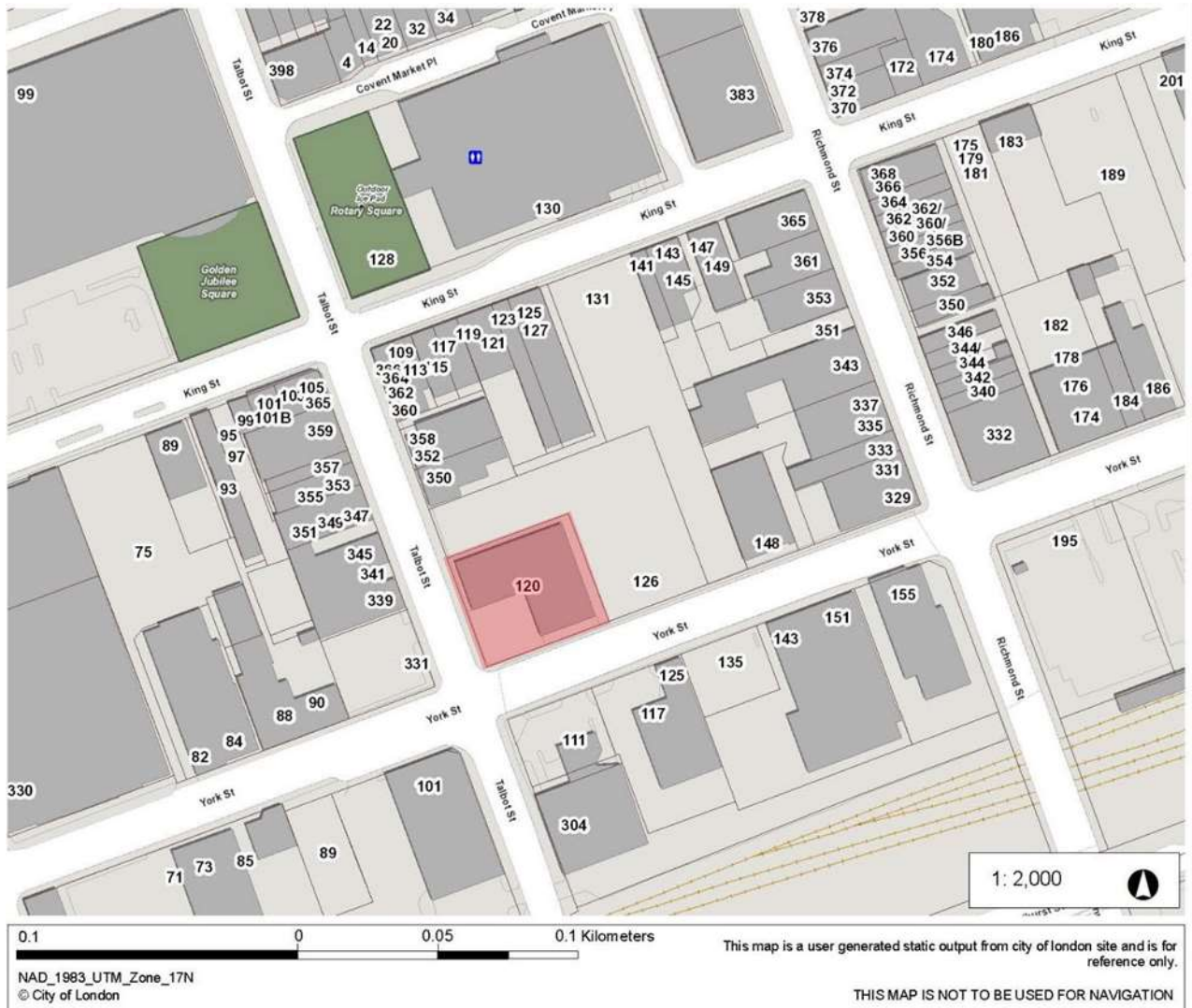


Figure 1: Property location of 120 York Street – intersection of Talbot and York Streets



Figure 2: Aerial image of property located at 120 York Street and surrounds

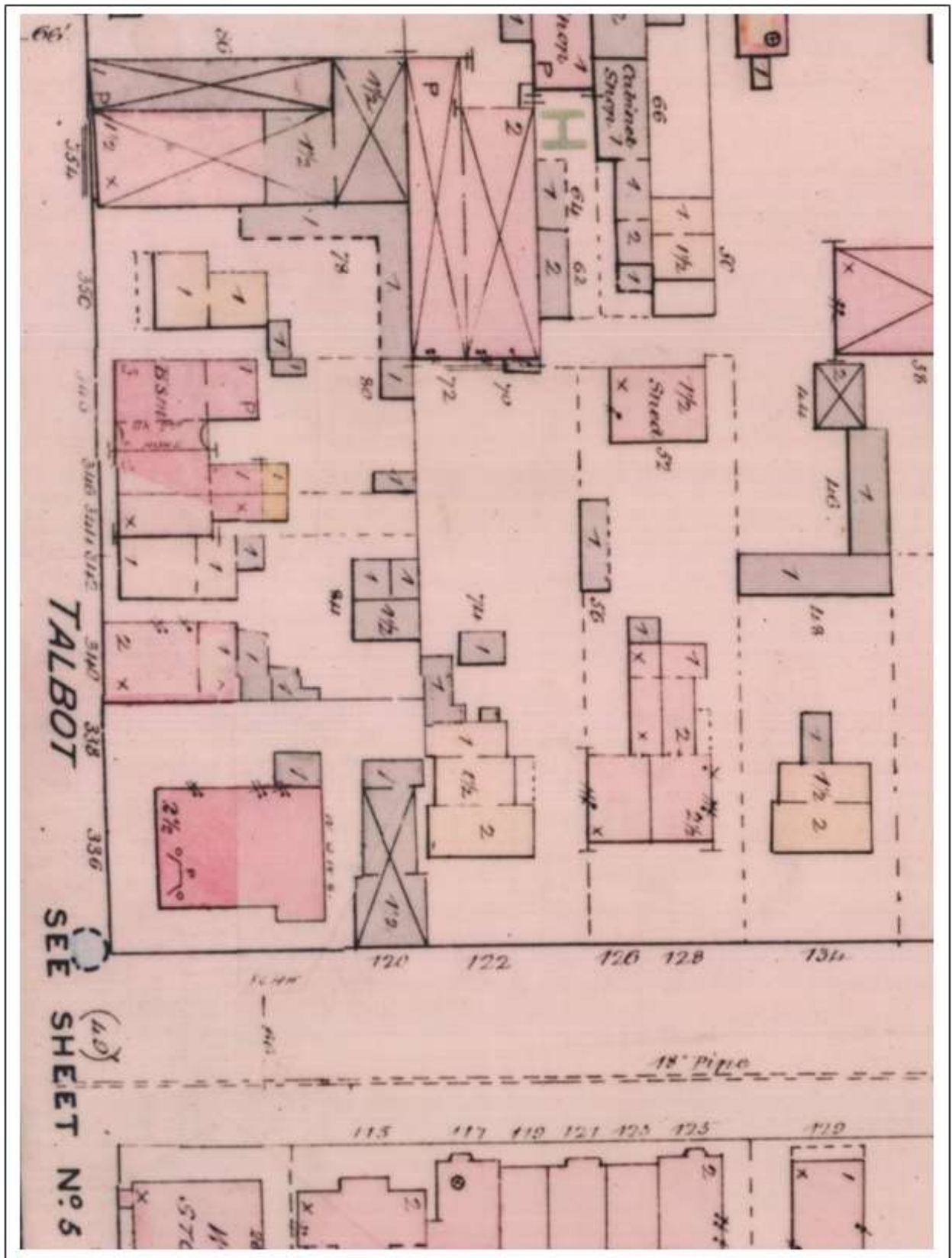


Figure 3: Collection of properties in 1881/rev1888 currently comprising 120 York Street

Appendix B – Images



Image 1: North east view of existing building and parking on the property as seen from intersection of Talbot and York Streets (2019-02-14)



Image 2: Detail of Talbot Street façade of building on the property, view facing east (2019-03-13)

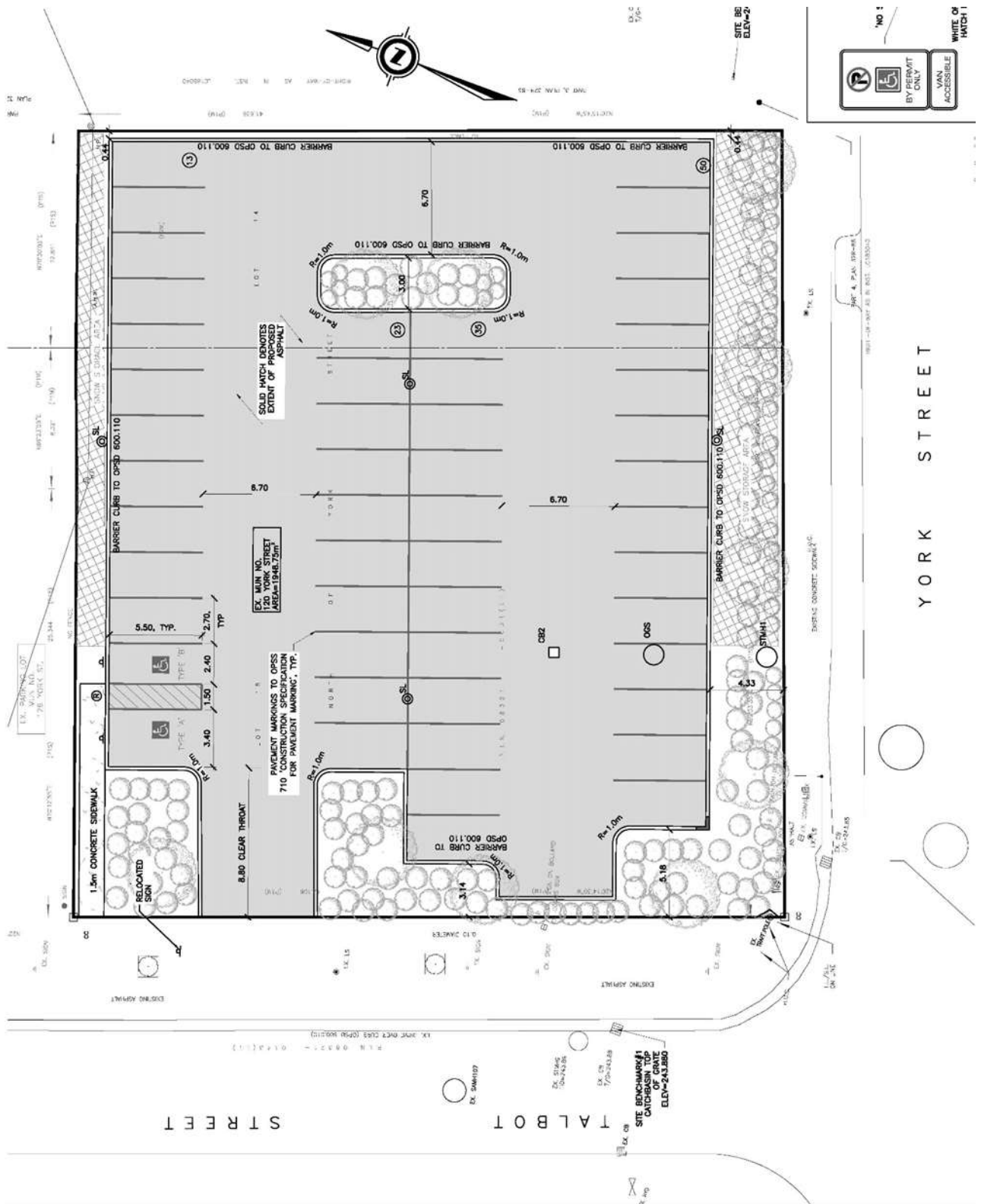


Image 3: Site plan of proposal indicating parking layout and landscaping (stamped 2020-03-13).

Farhi Holdings Corporation

**Heritage Impact Assessment
120 York Street
City of London, Ontario**

Prepared by:

AECOM

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Revision History

Revision #	Date	Revised By:	Revision Description
	October 31, 2019	CHS	
	November 15, 2019	CHS	

Executive Summary

AECOM Canada Ltd. (AECOM) was retained by Farhi Holdings Corp. to conduct a Heritage Impact Assessment (HIA) for a proposed demolition of a building located at 120 York Street in the City of London, located on the Northeast corner of York and Talbot Streets. The project involves taking down the existing building, removal of materials and rendering the surface clean and safe. The site is proposed as a surface parking lot. An application for site plan control is to be submitted to the City of London which articulates the layout of the aforementioned parking lot.

The project is located at 120 York Street and demolition activity is anticipated to take place within the London Downtown Heritage Conservation District (HCD) and adjacent to the property 350 Talbot Street, which is also designated under Part IV of the Ontario Heritage Act. (By-law L.S.P. 2961-304). As a result, this HIA is required to ensure that the heritage attributes identified in the Statement of Cultural Heritage Value or Interest for the property are not impacted by the proposed work. All properties within the HCD are designated under Part V of the Ontario Heritage Act. The following adjacent properties are identified as having significance (Categories A, B and C) within the District Plan: 123 King Street, 343 Richmond Street, and 124-127 King Street and 347-345 Talbot Street.

Given the proximity of the proposed demolition activity to historic buildings and heritage properties, there is potential for the project to result in vibration impacts. In order to mitigate vibration impacts on the heritage buildings most impacted (350 Talbot Street, 124-127 King Street and 123 King Street) building surveys and vibration monitoring should be undertaken for the properties identified within this report. The heritage attributes described within the designation by-law for 350 Talbot Street should be monitored continuously throughout construction to ensure that impacts do not take place during the construction phase of the project.

Table of Contents

	page
1. Introduction	1
1.1 Study Purpose	1
1.2 Study Method.....	1
2. Policy and Planning Framework.....	2
2.1 Planning Act and Provincial Policy Statement	2
2.2 Ontario Heritage Act	2
2.3 City of London Policies	2
2.3.1 The London Plan.....	2
2.3.2 Inventory/Register	3
2.3.3 Downtown Heritage Conservation District	3
3. Historical Context / Cultural Heritage Value	4
3.1 Downtown/York Street Contextual History	4
3.2 120 York Street.....	5
3.3 350 Talbot Street	5
3.3.1 Description of Historic Place.....	5
3.3.2 Heritage Value	6
3.3.3 Character Defining Elements.....	6
3.4 Downtown Heritage Conservation District.....	6
4. Description of Site	9
4.1 Study Area Description	9
5. Proposed Undertaking.....	9
5.1 Project Description.....	9
6. Potential Impacts and Mitigation	10
6.1 Potential Impacts	10
6.1.1 Construction/Demolition Related Impacts	11
6.2 Potential Mitigation	11
7. Implementation and Monitoring.....	13
7.1 Mitigation Strategies	13
8. Recommendations	15
9. Closure.....	16
10. Bibliography	17
11. Figures	19

12. Images24

13. Resumes31

List of Figures

Figure 1: Site Location 20

Figure 2: Study Area 21

Figure 3: Location of 120 York Street within the Downtown Heritage Conservation District Plan 22

Figure 4: Draft Proposal by Farhi Holdings for a Surface Parking Lot for 120 York Street 23

List of Tables

Table 1: Properties Adjacent to the Subject Property 7

Table 2: Potential direct impacts and their relevance to the project 10

Table 3: Potential indirect impacts and their relevance to the project 10

Table 4: Potential Impacts and Mitigation Measures 12

Table 5: Schedule for mitigative, avoidance or monitoring measures 14

1. Introduction

1.1 Study Purpose

AECOM Canada Ltd. (AECOM) was retained by Farhi Holdings Corp. to conduct a Heritage Impact Assessment (HIA) for a proposed demolition of a building located at 120 York Street in the City of London, located on the Northeast corner of York and Talbot Streets. The project involves taking down the existing building, removal of materials and rendering the surface clean and safe. Farhi Holdings is proposing to develop the site as a surface parking lot. The building demolition will accommodate the use. No long-range plans for the site have been developed at this time.

The project is located at 120 York Street and demolition activity is anticipated to take place within the London Downtown Heritage Conservation District (HCD) and adjacent to the property 350 Talbot Street, which is also designated under Part IV of the Ontario Heritage Act. (By-law L.S.P. 2961-304). As a result, this HIA is required to ensure that the heritage attributes identified in the Statement of Cultural Heritage Value or Interest for the property are not impacted by the proposed work. All properties within the HCD are designated under Part V of the Ontario Heritage Act. The following adjacent properties are identified as having significance (Categories A, B and C) within the District Plan: 123 King Street, 343 Richmond Street, and 124-127 King Street and 347-345 Talbot Street.

1.2 Study Method

The City of London does not have a specified Terms of Reference for the preparation of HIAs. As a result, the general tasks and processes identified in relevant Ministry of Tourism, Culture, and Sport (MTCS), and Provincial Policy Statement (PPS) guidance documents have been utilized in the preparation of this report.

This HIA was prepared according to the guidelines set out in the MTCS *Heritage Resources in the Land Use Planning Process* document included as a part of the *Ontario Heritage Toolkit*. For the purposes of this report, AECOM undertook the following tasks:

- 1) Review of appropriate legislative and planning framework;
- 2) Preparation of a historical context overview for the project area, including a review of the Heritage Conservation District;
- 3) A site investigation, undertaken on September 20, 2019, to document the existing conditions of the properties and their heritage attributes;
- 4) Identification and description of the proposed undertaking;
- 5) Assessment of impacts to identified cultural heritage value and heritage attributes;
- 6) Identification of potential mitigation strategies and preparation of recommendations to ensure the conservation of identified cultural heritage value.

2. Policy and Planning Framework

2.1 Planning Act and Provincial Policy Statement

The *Planning Act* (1990) and the associated *Provincial Policy Statement* (2014) provide a legislative framework for land use planning in Ontario. Both documents identify matters of provincial interest, which include the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest. The *Planning Act* requires that all decisions affecting land use planning matters “shall be consistent with” the Provincial Policy Statement (PPS). In general, the PPS recognizes that Ontario’s long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources for their economic, environmental, and social benefits.

Section 2 of the *Planning Act* makes a series of provisions regarding cultural heritage. Section 2 of the *Planning Act* identifies various provincial interests that must be considered by the relevant authorities during the planning process. Specific to cultural heritage, Subsection 2(d) of the *Planning Act* states that, “The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matter of provincial interest such as...the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.”

As one of 18 interests to be considered, cultural heritage resources are to be considered within the framework of varying provincial interests throughout the land use planning process.

Pursuant to Section 3 of the *Planning Act* the PPS 2014, Policy 2.6.1 states, “*Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*”

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities and the province to designate individual properties and/or districts as being of cultural heritage value or interest. The province or municipality may also “list” a property, or include a property on a municipal register, that has not been designated but is believed to be of cultural heritage value or interest. *Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest* (O. Reg. 9/06) under the *Ontario Heritage Act* provides criteria for determining cultural heritage value or interest. If a property meets one or more of the following criteria it may be designated under Section 29 of the *Ontario Heritage Act*.

2.3 City of London Policies

2.3.1 The London Plan

The *London Plan* is the City’s new Official Plan. The *London Plan* sets out a new approach for planning in London which emphasizes growing inward and upward, so that the City can reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out to conserve the City’s cultural heritage and protect environmental areas, hazard lands, and natural resources. The plan has been approved by the Ontario Ministry of Municipal Affairs.

Specifically related to heritage conservation, the *London Plan* outlines a number of policies related to the conservation of cultural heritage resources within the city. The General Cultural Heritage Policies related to Design note:

New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

2.3.2 Inventory/Register

The City of London's *Inventory of Heritage Resources (the Register)* (2006) was adopted as the Register pursuant to Section 27 of the *Ontario Heritage Act* by Municipal Council on March 26, 2007. It includes information related to the listing of properties in London of recognized or potential cultural heritage value or interest. The *Inventory (the Register)* includes a priority level system for identifying properties of greater priority and/or significance for heritage recognition. In addition, properties designated under the *Ontario Heritage Act* are maintained on the City's *Inventory (the Register)*. The *Inventory (Register)* is a living document subject to changes and approvals by Council, advised by the London Advisory Committee on Heritage (LACH).

2.3.3 Downtown Heritage Conservation District

Heritage Conservation Districts are designated under Part V of the *Ontario Heritage Act* for the purpose of conserving cultural heritage values. The emphasis in a Heritage Conservation District is on the collective character of the overall area, as defined by its historic context, architecture, streets, landscape and other physical and visual features. HCDs are established to facilitate the preservation of a defined area with the intent of retaining critical functional and visual attributes that convey or have a historical relationship to the area in which they are situated. This includes buildings, natural and cultural landscapes, streetscapes, hardscape elements, and other features that contribute to an area's recognizable character.¹

The property at 120 York Street is located within the boundaries of the Downtown Heritage Conservation District. The buildings which comprise the Downtown HCD each relate to one of five stages through which the Downtown evolved from its founding to the recent past. In the nineteenth and twentieth centuries the Downtown was the region's commercial, industrial, and service centre. There are approximately 400 properties in the Downtown HCD. The Downtown HCD prepared by Stantec, in association with SJMA Architecture Inc., Michael Baker, and Sylvia Behr in March 2012, and was adopted by Municipal Council on April 11, 2012, and designated under Part V of the *Ontario Heritage Act* on June 18, 2013.

¹ *Downtown London Heritage Conservation District Plan, 1.3.*

3. Historical Context / Cultural Heritage Value

3.1 Downtown/York Street Contextual History

The historical overview and context have been developed based primarily on the research and historical context overview developed for the purposes of the Downtown Heritage Conservation District Study. Given the relatively small extent of the study area, and the downtown focus of this HIA, the HCD Study was relied upon for its historical information and understanding of the development of this portion of York Street within its larger downtown context. The key historical periods described in the HCD Study have been summarized below with attention to key developments of buildings located along York Street.

The original town plot for London was laid out in 1826, and over time, the town plot and the surrounding downtown core have become a densely built-up area containing structures and streetscapes that date to the 1840s. The continuous redevelopment of the downtown core has resulted in a variety of building types and uses from every period of the core's development. Many of the surviving buildings and properties within the downtown core represent industrial, wholesaling, retailing, and financial firms that have been important in the development of the City of London, and the broader region. Specific to York Street, the north and south sides of the street within the study area contain a mix of nineteenth and twentieth century commercial, industrial, and institutional uses.²

A series of key developments in the mid-nineteenth century took place within the downtown core that had a lasting impact on the use and orientation of downtown. In addition to the establishment of a market, and the construction of a new town/city hall, the construction of the Great Western Railway station on York Street at Richmond Street played a role in drawing activity towards Richmond Street. In the latter half of the nineteenth century, several factories and tanneries that were previously located along the main downtown core roads began to be built along York Street. Along with the presence of the railway station on York Street, wholesalers and warehouses also began to be built within the vicinity of York Street and resulted in several wholesale blocks between the late-nineteenth century and the early-twentieth century.³

In the first half of the twentieth century, the most significant impact on the development and landscape of the downtown core resulted from the emergence and increased usage of the automobile. Once automobiles became increasingly available, the emergence of service stations in the downtown core, as well as the need for parking facilities – both surface parking lots and parking garages – began to result in changes to the downtown landscape.⁴

In the second half of the twentieth century, the movement of industrial and wholesaling businesses out of the downtown core played a role in the transitioning-built form and landscape downtown, including on York Street. With industrial and wholesale businesses moving out of the core, the emergence of large retail centres and parking facilities was possible. This included the construction of Wellington Square, which at the time was the country's first downtown indoor mall. Its construction resulted in the removal of various industrial structures in the core, including the Lawson and Jones printing and lithographing business on Clarence Street.⁵

² *Downtown Heritage Conservation District Study, 2.0.*

³ *Ibid.* 2.8-2.9

⁴ *Ibid.* 2.10-2.12.

⁵ *Ibid.* 2.13-2.14

3.2 120 York Street

Although building on the subject property currently has the municipal address of 120 York Street, the property on which it is situated was historically multiple properties with individual municipal addresses. A review of city directories indicates that the property was occupied primarily by a variety of residential and commercial structures during the nineteenth and twentieth centuries. The 1881, Revised 1888 *Fire Insurance Plan of the City of London* shows that the property was occupied by three buildings; the most prominent of these was a large two-and-a-half storey brick structure on the Talbot Street Corner. City directories indicate that this building was McGill's Hotel, with the municipal address of 333 Talbot Street. Other buildings indicated on this Fire Insurance Plan are a one-and-a-half storey stone structure at 120 York Street, and a two-storey frame house at 122 York Street.

From the 1940s onwards, land use shifted towards automotive-related businesses. Central Tire and Battery used a two-storey brick building at 120 York Street as a used car sales office, with a small gas station in front. City Directories also indicate that there were at least two residential apartments on the property as well. By the 1950s, the property was listed in directories as the TV Auto Plaza, and Talbot Auto Specialties. In the early 1960s a Shell gas station was constructed on the Talbot Street corner, and the building at 120 was occupied by a distribution company. The gas station did not survive long however, disappearing from directories by 1966. For the duration of the 1960s, the property was occupied by a car dealership under various names. Beginning in the 1970 directory, all properties between Talbot Street and 126 York Street are listed as "vacant". This continues through 1973, and it is assumed that all buildings remaining on this block were demolished at that time. In the 1973 Directory, the property was being used as a parking lot.

The present structure was erected on the property circa 1975-76; the 1975 City Directory identifies a "new building under construction" at this location. The first two tenants of the building are identified in the 1977 Directory; Print Three Incorporated, and Financeamerica Realty Limited. During the 1980s, the building had as many as ten tenants at one time, including a variety store, a Purolator Courier office, computer software store, and a billiard parlour. The building continued to be occupied as recently as 2017, however is currently vacant.

3.3 350 Talbot Street

The project is located at 120 York Street and demolition activity is anticipated to take place within the London Downtown Heritage Conservation District (HCD) and adjacent to the property 350 Talbot Street, known at various times as the Massey-Harris Co. Sales and Showroom and Ann McColl's Kitchen Shop, which is also designated under Part IV of the Ontario Heritage Act. (By-law L.S.P. 2961-304). As a result, this HIA is required to ensure that the heritage attributes identified in the Statement of Cultural Heritage Value or Interest for the property are not impacted by the proposed work. As a designated property, 350 Talbot Street is identified on the Canadian Register of Historic Places:

3.3.1 Description of Historic Place

350 Talbot Street is situated on the east side of Talbot Street between York and King Streets, south of Covent Garden Market, in the City of London. The property consists of a three-story white brick commercial building that was constructed in 1890.

The property was designated by the City of London in 1987 for its historic and architectural value under Part IV of the Ontario Heritage Act (By-law L.S.P. 2961-304).

3.3.2 Heritage Value

350 Talbot Street is an historic structure in a redeveloped section of a commercial streetscape in downtown London. It provides a visual reminder of the late nineteenth century commercial activity in this area.

Built in 1890, 350 Talbot Street is associated with the Massey-Harris Co. Ltd., a Canadian manufacturer of agricultural implements. The building was erected in 1890 as a showroom and repair shop for Massey-Harris Co. Ltd. and continued in this function until 1950. Some Londoners recall tractors being brought into the rear area of the building for repair.

Constructed in 1890, 350 Talbot Street is a good representation of Romanesque Revival commercial architecture. This style provides an overall impression of strength and solidity with the rusticated stone-block base and stone coursing on the building facade. Large arched window openings and a vehicular archway on the first storey are also typical of Romanesque design. Principal design features of the interior of 350 Talbot Street include exposed posts and beams and freight doors, recalling its original function as a showroom and repair shop.

Source: City of London By-law L.S.P. 2961-304.

3.3.3 Character Defining Elements

Character defining elements that reflect the heritage value of 350 Talbot Street include its:

- sliding freight doors from the covered passageway
- steel hoist beam
- rear sliding doors to the former repair shop area
- covered arched vehicle passageway
- three storey rusticated stone base
- flat roof
- white brick facade
- arched window openings on first storey
- arched passageway
- pedestrian entranceway with decorative wooden pilasters
- brick pilasters on second and third storeys
- arched window openings on the second and third-storeys
- paired windows on the second and third storeys
- cut stone coursing on the upper-storey windows
- brick dentils and brick cornice at the roof line
- location on Talbot Street in a commercial district

3.4 Downtown Heritage Conservation District

The Downtown Heritage Conservation District was adopted by Municipal Council in 2012 and designated under Part V of the Ontario Heritage Act in 2013. The subject property is included within the HCD.

As a part of the HCD Plan and Study, the individual properties that comprise the HCD, as well as their streetscape and landscape characters were categorized and organized into a "Downtown London HCD Matrix" to classify each property. The individual properties were classified under the following three categories:

- Assignment – classification of the building by its age and/or proximity to other heritage buildings;
- Rank – the evaluation of a building's heritage importance and attributes classified as either priority A, B, or C; and,
- Landscape – a building or site's relevance to the adjoining streetscape and historical land uses

The Subject property was formed part of Block 30 is included in the classification table identified below:

Address	Assignment	Description	Ranking	Character-Defining Elements	Landscapes
120 York Street	H	Commercial, c. 1980	D		iii

Properties adjacent to the subject property which were considered with respect to potential impacts from the proposed demolition of 120 York Street are included in the table identified below:

Table 1: Properties Adjacent to the Subject Property

Address	Assignment	Description	Ranking	Character-Defining Elements	Landscapes
350 Talbot Street	H	Massey-Harris Dealership, 1890	A	Unpainted brick with replacement windows in original openings; ground floor elements include window and door openings; unpainted stone sills with one replacement in reinforce concrete; woodwork, windows and door in original entry; Massey-Harris painted on top of north elevation; carriageway;	ii.
127 King Street	H	Keene Furniture, c.1914	C		ii
125 King Street	H	Keene Furniture, c.1914	C	Painted two story; new windows upper story not in original location; decorative tine cornice with end blocks;	ii
123 King Street	H	Commercial	B	2 story painted brick with replacement windows in original openings;	ii
339 Talbot Street	H	Commercial, c.1980	D		li
347 Talbot Street	H	Commercial, 1885	A	Bichromatic cleaned brick with replacement windows in original openings;	ii
111 York Street	H	Tim Hortons	D		iii.
101 York Street	H	Greyhound	D		iii.
148 York Street	H	Commercial, 1980	D		iii.
343 Richmond Street	H	Waterloo Building, 1980	A	Four-story cleaned red brick with tin cornice; replacement windows in original openings; most entryways original; main entryway double doors and gold lettering (343) in transom; ii	ii
117 York Street	H	Bell, c. 1980	D		iii

- H (Historic) – Structure built within the critical period between the 1830s – 1980s as defined during the Downtown London HCD Study (January 2011). The building’s architectural character is derived from a number of elements which may include: materials, window design and pattern; store fronts and upper facades; signage; and/or roof type. It may also be associated with other historical attributes such as architect, owners, use. Its importance as part of the streetscape and the District as a whole is reflected in its ranking. It is imperative that buildings with an H assignment are recognized as falling under the most stringent guidelines of this document based on the associated ranking.

H – HISTORIC		I – INFILL	N – NON-HERITAGE
A*	All elements to be retained. (Section 6.1.1 – 6.1.3)		
B*	Elements should be replicated using traditional materials. (Section 6.1.1 – 6.1.5)		
C	Restorations should be considered using traditional materials. (Section 6.1.5)	New construction guidelines. (Section 6.1.4)	New construction guidelines. (Section 6.1.4)
D	Demolition/replacement subject to guidelines for new development only.	New construction guidelines. (Section 6.1.4)	New construction guidelines. (Section 6.1.4)

* Heritage Alteration Permit required

- Landscape:
This classification will have limited impact on most property owners as it deals with the streetscapes and open spaces within the District. Primarily, it will define guidelines and considerations when embarking upon a site redevelopment and the interface with the adjacent public right-of-way. It will establish the type of streetscape that one would expect to see existing and preserved in front of their respective properties.

i – Residential landscape pattern defined by the plots which were originally laid out to accommodate residential and associated buildings with setbacks from the front and side lot lines, creating a landscape prominence to the street. (Section 6.2.1)

ii – Commercial landscape pattern defined by the development of lots built out to the front and side lot lines thereby creating a continuous street wall with the rhythm of recessed entrances and storefronts that foster interest at street level.

iii – Industrial/Warehouse landscape pattern defined by wider street profiles and a greater expanse between opposing structures thus emphasizing vehicular traffic over pedestrian movements.

iv – Institutional and Public Realm landscape is a composite of several parks, plazas, gardens, green spaces and public gathering areas that have evolved in London’s downtown over time and are important to its character.

4. Description of Site

4.1 Study Area Description

York Street, between Talbot Street and Clarence Street, is an arterial road located in the Downtown Heritage Conservation District, generally consisting of a 14-metre asphalt road surface width (two eastbound lanes, two westbound lanes and left turn lanes) complete with concrete sidewalks on both side of the street, all within a narrow 20 to 23 metre right-of-way. Surrounding land uses are predominantly commercial in nature; however, there is a Via Rail train station located on the south side of the street between Richmond Street and Clarence Street.

The subject property at 120 York Street contains a two-storey commercial office building constructed circa 1975-76. The building has an L-Shaped plan with a flat roof. The building is generally vernacular in design, exhibiting some design traits consistent with the postwar modernist period.

Adjacent properties to the North, East and West fronting onto Richmond, Talbot and King Present as part of a traditional commercial downtown environment, with flat roofed mid-rise buildings, facades flush to the street, commercial storefronts on the ground level and articulation at the cornice level. The subject building appears to have been designed to continue this trend, though in a 1970s style.

5. Proposed Undertaking

5.1 Project Description

The project involves taking down the existing building, removal of materials and rendering the surface clean and safe. Farhi Holdings is proposing to develop the site as a surface parking lot. The building demolition will accommodate the use. No long-range plans for the site have been developed at this time. Farhi Holdings Limited will be seeking the City of London's approval of a site plan control application for construction of the surface parking lot.

The following items are being considered as part of the design process of the proposed parking lot.

- Layout of the parking lot and any associated landscaping
- Access to public streets
- Heritage concerns related to the Downtown HCD streetscape and potential impacts to individual buildings resulting from the proposed demolition.

6. Potential Impacts and Mitigation

6.1 Potential Impacts

The MTCS identifies typical types of direct and indirect impacts that can be anticipated to impact recognized or potential heritage properties as a result of a proposed undertaking. Thus, these impacts were evaluated according to the MTCS' *Ontario Heritage Toolkit: Heritage Resources in the Land Use Planning Process*. **Table 2** and **Table 3** outline the potential impacts identified by MTCS, and their relevance to this project.

Table 2: Potential direct impacts and their relevance to the project

Direct Impacts	Relevance to the Project
<i>Loss/Destruction of any or part of any significant heritage attribute or feature.</i>	None anticipated: No heritage attributes are anticipated to be demolished or lost as a result of the project. The Downtown Heritage District Plan identifies the subject structure as a Category D building, the policies of which note that Demolition/replacement is permitted subject go guidelines for new development only.
<i>Displacement/Alteration that is not sympathetic, or is incompatible, with the historic fabric or appearance.</i>	None anticipated: The project is not anticipated to displace or alter the historic fabric or appearance of any heritage resources.

Table 3: Potential indirect impacts and their relevance to the project

Indirect Impacts	Relevance to the Project
<i>Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature or plantings, such as a garden.</i>	None anticipated: The nature of the proposed project is to remove the existing structure and establish a grade level surface parking lot. The project is not anticipated to create shadows around or near heritage resources.
<i>Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship.</i>	None anticipated: The proposed project construction will not isolate any heritage resources.
<i>Land Disturbance such as a change in grade that alters the historic patterns of topography or drainage.</i>	No impacts: Completion of the proposed project will result in land disturbance; however, the construction will be temporary in nature and is not anticipated to affect any historic patterns or result in permanent impacts to heritage resources.
<i>Changes in Land Use such as rezoning a battlefield from open spaces to residential use, allowing new development of site alteration to fill in the formerly open spaces.</i>	None anticipated: The nature of the project is the removal of an existing non-heritage office building and replacement with a surface parking lot, the layout of which would be subject to site plan approval. No change in land use is anticipated as a result of the proposed project that would impact the heritage character of the site or surrounding area. There is currently no proposal for the redevelopment of this site for a structure. In the future should further redevelopment of the site be proposed, a the need for a further or amended Heritage Impact

Indirect Impacts	Relevance to the Project
	Assessment would need to be considered by the City of London.
Obstruction of significant views or vistas from, within, or to a built and natural feature.	None anticipated: The nature of the proposed project involves removal of an existing building and establishment of a surface parking lot and will not provide obstructive views or vistas from, within, or to a built or natural feature.

6.1.1 Construction/Demolition Related Impacts

The subject development may result in impacts within the property and upon adjacent properties related to Vibration, demolition and activities associated with the layout of the proposed parking lot.

It is anticipated that analysis of detailed impacts to the heritage buildings on the subject property and adjacent properties related to vibration and other construction practices would be documented and assessed by a qualified structural professional, and mitigation recommendations identified prior to commencement of excavation on the site.

6.2 Potential Mitigation

There is not one correct way to mitigate the adverse impacts of new construction on, or adjacent to historic structures and/or heritage properties. Strictly from the perspective of best practice for heritage conservation, the preferred option is one that typically conserves a property’s cultural heritage value. The Provincial Policy Statement, 2014, identifies the requirement to conserve cultural heritage value; specifically, Section 2.6.1 states, “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.”⁶ Typically, this involves maintaining a heritage resource *in situ*. In reality, socio-economic, technical, and/or environmental site considerations may require some form of compromise and/or alternate means of conservation.

The MTCS identifies mitigation or avoidance strategies that can be used to mitigate the extent of impacts as a result of a proposed undertaking. These include:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;
- Reversible alterations; and,
- Buffer zones, site plan control, and other planning mechanisms.

The subsection below outlines various forms of mitigation that should be considered more specifically for this project, when refining the proposed tower for the subject property. The mitigation strategies described below outline strategies which will mitigate the impacts described above. From the cultural heritage perspective, preserving and enhancing the cultural heritage value of the property should be considered a key opportunity and priority for this property and project.

⁶ Provincial Policy Statement, 2014.

Table 4: Potential Impacts and Mitigation Measures

ADDRESS	IMPACT IDENTIFIED	POTENTIAL MITIGATION MEASURE (S)
350 Talbot Street	Potential land disturbances caused by demolition activities and site layout	Installation of a temporary screening fence between the demolition/construction site and the subject building. Vibration monitoring should be carried out during construction to identify any adverse effects to this resource resulting from project related construction activities.
127 King Street	Potential land disturbances caused by demolition activities and site layout	Installation of a temporary screening fence between the demolition/construction site and the subject building. Vibration monitoring should be carried out during construction to identify any adverse effects to this resource resulting from project related construction activities.
125 King Street	Potential land disturbances caused by demolition activities and site layout	Installation of a temporary screening fence between the demolition/construction site and the subject building. Vibration monitoring should be carried out during construction to identify any adverse effects to this resource resulting from project related construction activities.
120 York Street	<i>Changes in Land Use related to establishment of a commercial parking lot.</i>	Submission of an application for site plan control to the satisfaction of the City of London.

7. Implementation and Monitoring

7.1 Mitigation Strategies

The table above identified potential mitigation measures to reduce adverse impacts of the proposed development identified on cultural heritage resources and attributes of the Downtown London HCD. Generally, two primary impacts were identified; The potential land disturbances caused by demolition activities and layout of the commercial parking lot and impacts resulting from the change in use to a surface parking lot.

In order to mitigate potential direct and indirect impacts to identified cultural heritage value described within this report, the mitigation strategies described in Section 6.2 of this report should be considered in further project refinement and approaches. Details related to the future site layout of the proposed surface parking lot should be considered in depth through an application for site plan control in order to mitigate impacts and conserve the cultural heritage value of the Downtown Heritage Conservation District.

The impacts resulting from the proposed development are addressed below.

7.1.1 Vibration

The proposed works include demolition activity near historic buildings and heritage properties. As a result, there is potential for vibration impacts to historic places to result from the project.

The full extent of the impact of vibrations from traffic demolition and construction in the vicinity of historic places and heritage structures is not fully known, however, it has been demonstrated elsewhere that negative effects may result on buildings set back less than 40 metres from the roadside.

Mitigation of the impacts on historic buildings located within 40 metres of the proposed works, should take the form of preconstruction building surveys and vibration monitoring which will identify a benchmark for impacts and will allow for determination of whether impacts have occurred. These should be undertaken prior to and during site excavation and construction for the adjacent properties identified this report.

Isolation of heritage resources from construction activities should be implemented in order to prevent negative impacts.

It is recommended that site plan controls be put in place prior to construction to prevent potential indirect impacts as a result of the Project. The site plan control methods shall be determined in advance of construction by the proponent to indicate where Project activities are restricted as described below. These controls should be indicated on all construction mapping and communicated to the construction team leads.

It is recommended that a 10-metre buffer zone be established around the properties to indicate where all construction activities must be avoided. This would take into account the position of the heritage resources within the 40-metre buffer of the Subject Area, but outside of the area of ground disturbance.

This includes, but is not limited to, ground disturbance and the movement of equipment to and from the site.

In the event that construction activities enter into the 10-metre buffer zone, all activities should cease immediately and a temporary 50 metre buffer zone surrounding the impacted area should be established where no construction activities should occur.

It is recommended that a qualified building condition specialist should be retained to determine if any damage was incurred as a result of the construction activities. Construction activities should resume Only following approval from the building specialist, should, and the 10-metre buffer should be re-established.

Monitoring buffer zone delineation, outlining the limit of the construction footprint and subsequent setback from heritage features should be undertaken by the proponent’s construction team is maintained throughout construction.

Table 5: Schedule for mitigative, avoidance or monitoring measures

SCHEDULE FOR IMPLEMENTING MITIGATIVE OR AVOIDANCE MEASURES OR MONITORING			
Measure	Who	How	When
Site Plan Control Application	Farhi Holdings	Application to the City	Prior to commencement of layout of the parking lot
Vibration/Construction Impact Avoidance on Adjacent Buildings	Farhi Holdings	Development of a construction/demolition screening plan in accordance with City of London Standards and approvals	Prior to commencement of the demolition or pre-works
	Farhi Holdings	Implementation of construction/demolition screening plan to isolate significant heritage buildings from construction activity in accordance with City of London Standards.	Prior to commencement of the demolition or pre-works
	Farhi Holdings	Retain the services of a qualified building specialist to monitor impacts from construction activity and vibration.	Prior to commencement of the demolition or pre-works.

8. Recommendations

The subject property at 120 York Street is located within the Downtown London Heritage Conservation District. The mid-1970s office building on the subject property was determined to have no cultural heritage value, however, properties to the north, east and west of the property are identified to have cultural heritage significance. In consideration of this it is the primary recommendation of this report that prior to commencement of site preparation/construction and demolition activities that measures be implemented in accordance with established principles such as the standards and guidelines for the conservation of historic places in Canada and City of London policy and by-laws, to protect surrounding heritage properties from construction/demolition activity and any vibrations that may result from that.

While no new buildings are proposed for the subject property, as a site located within the Downtown London Heritage Conservation District it is recommended that a site plan control application be submitted to the satisfaction of the City to describe and obtain approval for the layout of the proposed surface parking lot on the site at 120 York Street.

If further redevelopment is proposed for the property at 120 York Street, the City of London, would consider whether either an update to this Heritage Impact Assessment or a new Heritage Impact Assessment report would be necessary.

9. Closure

This report has been prepared for the sole benefit of Farhi Holdings Corporation and may not be used by any third party without the express written consent of AECOM Consulting Ltd. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

10. Bibliography

Primary and Secondary Sources

Goad, Charles E. *Fire Insurance Plan for the City of London Ontario*. Montreal: Charles E. Goad, 1912 (Revised 1922)

Greenwood, Wm. And E.R. Richards. *City of London, Ont. Canada*. Department of Agriculture, 1899.

London Plan. 2016. <https://www.london.ca/business/Planning-Development/Official-Plan/Pages/The-London-Plan.aspx>.

Rainer, J.H. "Effects of Vibrations on Historic Buildings: An Overview," in *Bulletin of the Association for Preservation Technology*, Vol. 14, No. 1 (1982), pp. 2-10.

Stantec Consulting Ltd. *Downtown London Heritage Conservation District Study Final Report*. 2011.

Stantec Consulting Ltd. *Downtown London Heritage Conservation District Plan*. March 2012.

Provincial Standards and Resources:

Ontario Heritage Tool Kit
<http://www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht>

Ontario Ministry of Tourism, Culture and Sport: Heritage Conservation Principle's for Land Use Planning
http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm

Ontario Ministry of Tourism, Culture and Sport: Eight Guiding Principles in the Conservation of Historic Properties
http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm
Ontario Heritage Act (2006)

Reference Guide on Physical and Cultural Heritage Resources (1996)

Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (1992)

Guidelines on the Man-Made Heritage Component of Environmental Assessments (1981)

Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007)

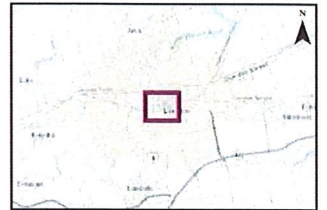
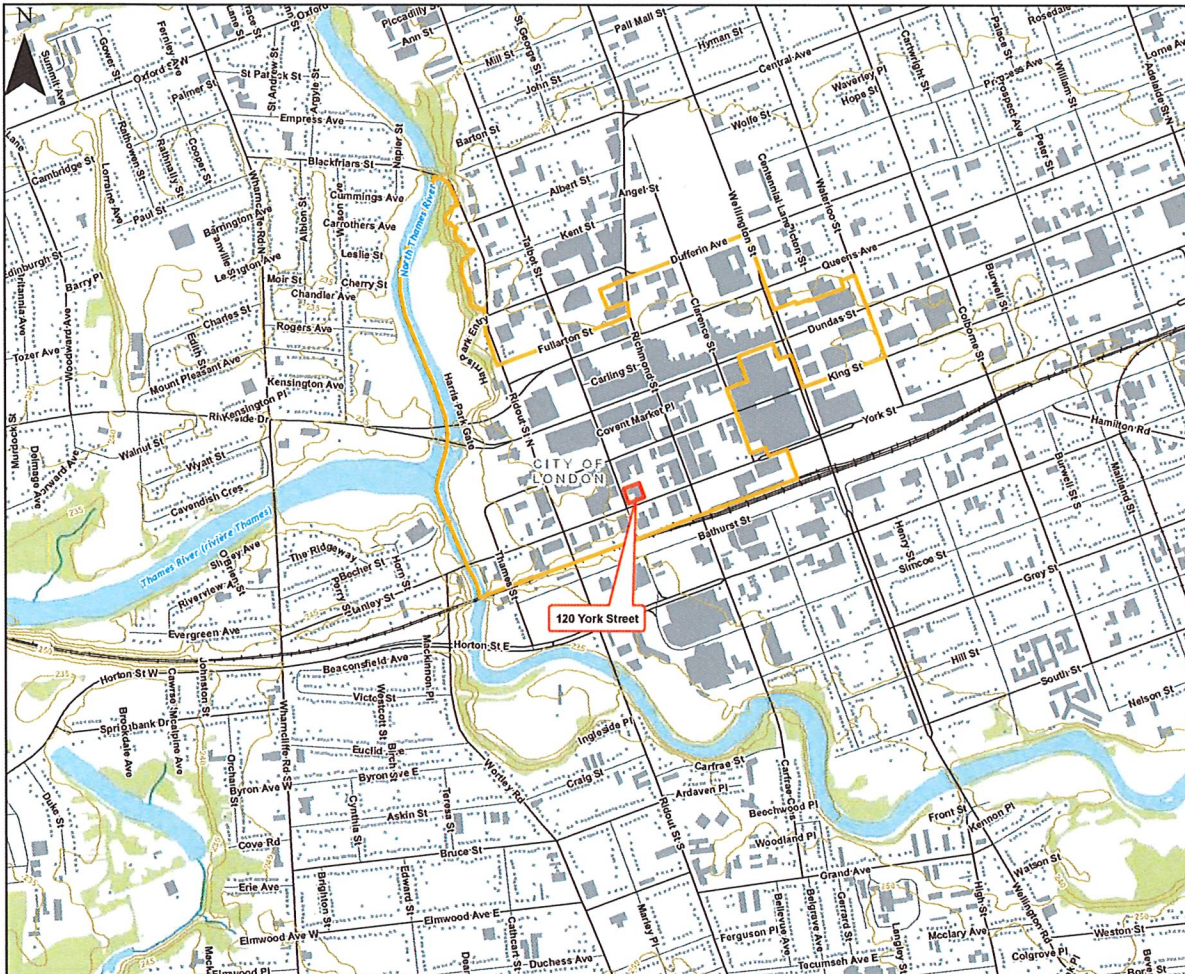
National and International Standards and Resources:

Canadian Register of Historic Places
http://www.historicplaces.ca/visit-visite/rep-reg_e.aspx

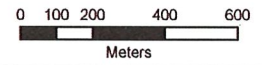
Parks Canada Standards and Guidelines for the Conservation of Historic Places in
Canada
http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index_E.asp

Parks Canada National Historic Sites of Canada
http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp

11. Figures



- Legend**
- 120 York Street Property Boundary
 - Downtown Heritage Conservation District (2012)
 - Lower/Single Tier Municipality
 - Wooded Area
 - Waterbody
 - Watercourse
 - Major Road
 - Local Road
 - Railway
 - Contours (5m Interval)



**Heritage Impact Assessment
120 York Street
London, Ontario**

Site Location

Oct 2019	1:10,000	Datum: NAD 1983 UTM Zone 17N
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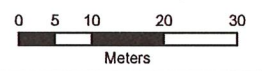
AECOM	Figure 1
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Legend

- 120 York Street Property Boundary
- Major Road
- Local Road



Heritage Impact Assessment
120 York Street
London, Ontario

Study Area

Oct 2019	1:500	Datum: NAD 1983 UTM Zone 17N
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AECOM	Figure 2
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Figure 3: Location of 120 York Street within the Downtown Heritage Conservation District Plan

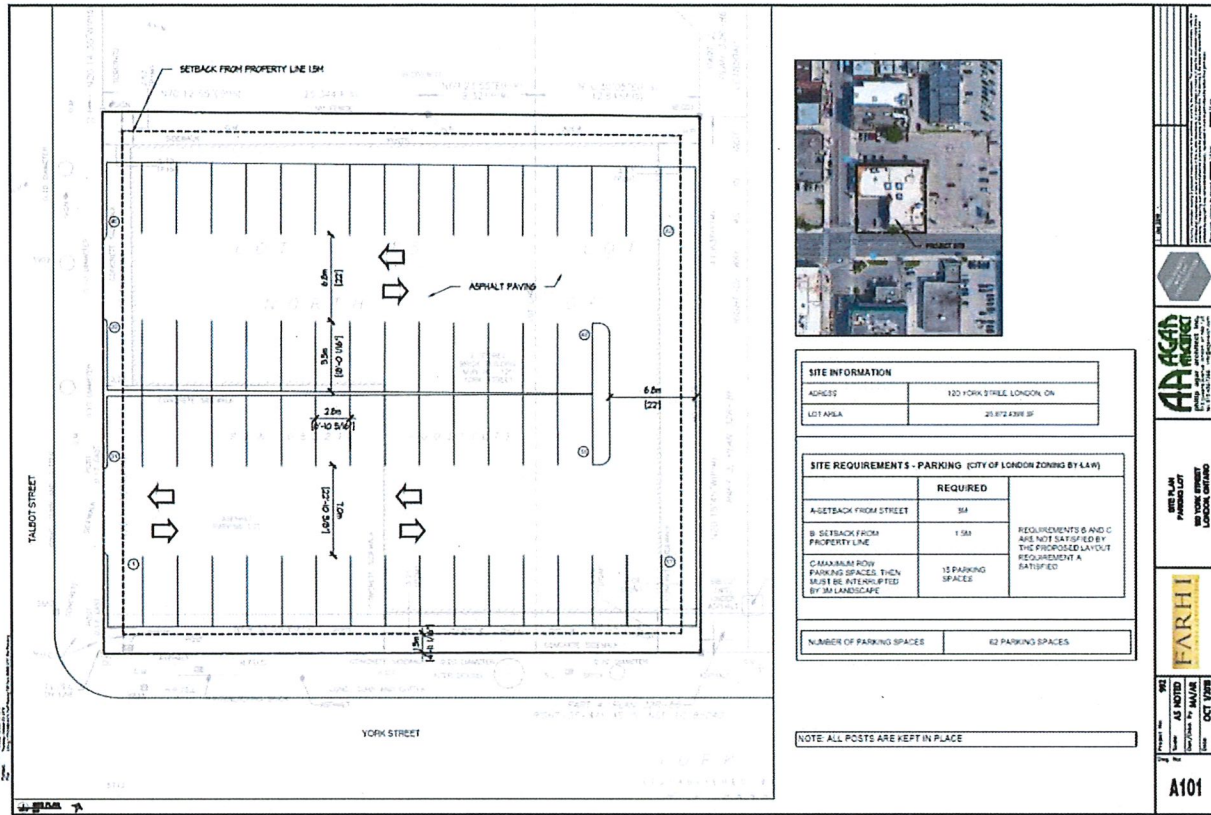


Figure 4: Draft Proposal by Farhi Holdings for a Surface Parking Lot for 120 York Street

12. Images



Image 1: View showing 120 York Street from the West, September 2019

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Image 2: View showing 120 York Street from the north, September 2019



Image 3: View showing 120 York Street from the West, September 2019



Image 4: View showing 120 York Street from the West, September 2019



Image 5: View showing 120 York Street from the south, September 2019



Image 6: View showing 120 York Street from the south, September 2019



Image 7: Storefront view showing 120 York Street from the south, September 2019



Image 8: View showing 120 York Street from the east, September 2019



Image 9: View showing 120 York Street from the east, September 2019



Image 10: View showing 120 York Street from the south, September 2019

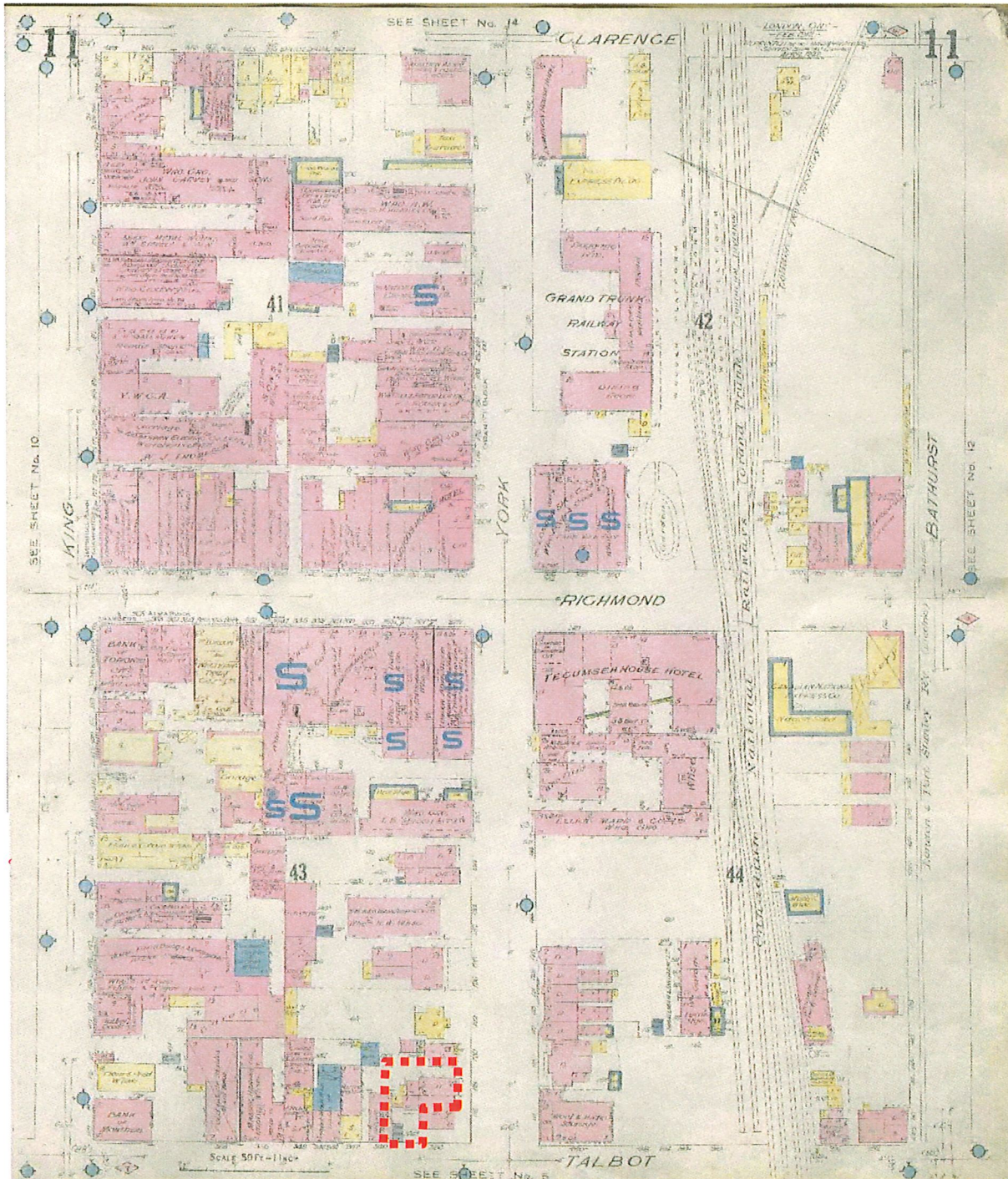


Image 11: Fire insurance map from 1912 (Rev 1922) showing the northeast corner of Talbot and York Street, illustrating buildings located on the subject site prior to construction of the subject building in the 1970s, illustrating the approximate location of the subject building outlined in blue dots. (Source: University of Western Ontario, Map and Data Centre, Fire Insurance Plan Holdings 1912 (Rev 1922))



Image 12: Photograph in the vicinity of the subject buildings at 120 York Street, circa 1946, source London Public Library

13. Resumes

Adria Grant, MA, CAHP

Ontario Department Manager – Impact, Assessment & Permitting

Education	Licenses/Registrations	Memberships
Bachelor of Art (Hons), Anthropology & English. University of Western Ontario, 2000	Ontario Ministry of Tourism, Culture and Sport (MTCS) Professional Archaeological License (P131)	Canadian Archaeological Society
Master of Art, Applied Archaeology. University of Western Ontario, 2016	Canadian Association of Heritage Professionals (CAHP)	Ontario Archaeological Society
Years of Experience	Ontario Association of Professional Archaeologists (APA)	
With AECOM: 6	RAQS Certification	
With Other Firms: 13		

Summary

Adria Grant has been active in the field of cultural resource management since 1999, specializing in cultural heritage and archaeological assessments for provincial and federal government, municipal corporations, and private sector organizations. Adria is an experienced project manager having completed formal project management training through the Project Management Institute (PMI) as well as comprehensive and stringent company specific project management courses during her employment at Golder Associates, Stantec and AECOM. Adria consistently applies the knowledge, tools, and techniques of project management practices to the heritage field, streamlining processes and procedures to achieve client objectives. Adria has a wealth of experience working with municipal heritage planners in the context of development activities and has the ability to provide sound technical advice to proponents on the heritage process in Ontario.

Adria is professionally licensed by the Ontario MTCS, is a member of the Canadian Association of Heritage Professionals and the Ontario Association of Professional Archaeologists. In addition to professional memberships Adria actively participates in local heritage and archaeological events and is active and well known within the cultural resource community. She currently acts as the Department Manager of the Impact, Assessment & Permitting - Cultural Resources, Planning and Communications teams in Ontario, and Canadian lead for AECOM's North American Cultural Resources team.

Experience

Metrolinx, Ontario Line West Cultural Heritage Assessments, Toronto, Ontario. Technical lead for heritage assessments to support the construction of a new rail corridor to improve transit within the city of Toronto. Provided technical support to assist Metrolinx and the Ontario MTCS in creating project specific work plan procedure with a unique strategy for reporting. Will be responsible for consultation with the MTCS, senior review and technical excellence.

Metrolinx, Ontario Line North Cultural Heritage Assessments, Toronto, Ontario. Technical lead for heritage assessments to support the construction of a new rail corridor to improve transit within the city of Toronto. Provided technical support to assist Metrolinx and the Ontario MTCS in creating project specific work plan procedure with a unique strategy for reporting. Will be responsible for consultation with the MTCS, senior review and technical excellence.

Farhi Holding Corporation, 120 York Street Heritage Impact Assessment, London, Ontario. Project manager for a HIA to support the demolition of a structure located within the Downtown Heritage Conservation District. Responsible for senior review of the report.

County of Bruce, Old Reid Bridge Cultural Heritage Evaluation Report, Teeswater, Ontario. Senior review of cultural heritage evaluation report for the removal of an abandoned bridge in Bruce County.

City of London, Downtown Sewer Separation Phase 3, Heritage Impact Assessment, London, Ontario. Senior reviewer for HIA completed to evaluate impacts of infrastructure improvements within the Downtown Heritage Conservation District and adjacent to numerous listed or otherwise recognized heritage buildings.

City of London, 78-88 Oxford Street Cultural Heritage Evaluation Report, London, Ontario. Project manager for the CHER of a row of six residential structures in the City of London that will be negatively impacted by proposed road widening. The CHER determined that the houses as a group had cultural heritage value and would be eligible for designation.

Metrolinx Ontario Line South Cultural Heritage Assessments, Toronto, Ontario. Technical lead for heritage assessments to support the construction of a new rail corridor to improve transit within the city of Toronto. Gap analysis to be completed to determine

Union Gas, Stratford Reinforcement Project Cultural Heritage Evaluation Report, Perth County, Ontario. Project manager for the CHER conducted as part of an Environmental Assessment for a natural gas pipeline twinning project. The study involved a windshield study, the identification of built heritage and cultural heritage landscapes, creation of a heritage inventory, and the assessment of impacts to identified cultural heritage resources. The report included the direct application of the *Ontario Heritage Toolkit* and the *Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*.

MHBC Planning, Cobourg Heritage Master Plan, Cobourg, Ontario. Technical specialist providing information on archaeological heritage resources and archaeological management of resources for the background Heritage Report and Heritage Master Plan created for the Town of Cobourg. The document is intended to provide high level legal advice to Town staff on a variety of conservation matters.

York Region, Stouffville Road Improvements Cultural Heritage Evaluation Report, Regional Municipality of York, Ontario. Technical lead for the CHER conducted as part of an Environmental Assessment for the proposed realignment of Stouffville road east of Yonge Street. Research identified a cultural heritage conservation district, listed and designated heritage structures as well as cultural heritage landscapes that should be considered during project design. A Heritage Impact Assessment was recommended once project design was better understood to mitigate any negative impacts to the identified heritage resources.

City of Toronto, Heritage Impact Assessment - Downsview Secondary Area Plan, Toronto Ontario. Primary researcher and technical lead for the HIA conducted as part of the Downsview Secondary Area Plan redevelopment. Numerous built heritage features are present within the study area, impacts to heritage features were assessed and it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Metrolinx, Technical Cultural Resource Services - Eglinton Crosstown Light Rail Transit (ECLRT), Toronto, Ontario. Peer reviewer of cultural heritage evaluation, assessment and impact assessment reports for the project. Provided strategic advice to the greater project team in relation to heritage requirements and conducted gap analysis.

Varna Wind Inc., Bluewater Wind Energy Centre Heritage Assessment Addendum, Huron County, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources and if potential heritage resources were identified they were evaluated according to the criteria outlined in O. Reg. 09/06 under the *Ontario Heritage Act*, as required by O. Reg. 359/09. A total of 49 structures were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Goshen Wind Inc., Goshen Wind Energy Centre Heritage Assessment Addendum, Huron County, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources. No features were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

Jericho Wind Inc., Jericho Wind Energy Centre Heritage Assessment Addendum, Lambton and Middlesex Counties, Ontario. Technical specialist for an addendum to the original Heritage Assessment Report, conducted as part of an Application for a Renewable Energy Approval under Ontario Regulation 359/09 made under the *Environmental Protection Act*. The additional participating properties were screened for potential heritage resources and if potential heritage resources were identified they were evaluated according to the criteria outlined in O. Reg. 09/06 under the *Ontario Heritage Act*, as required by O. Reg. 359/09. A total of 51 structures were identified as as having cultural heritage value or interest according to O. Reg. 09/06. No further mitigation was recommended as it was determined that there were no anticipated direct or indirect impacts as a result of the undertaking.

NextEra Energy Canada ULC, Northpoint Wind Energy Centre, Eastern Ontario. Project manager for the identification and assessment of cultural heritage resources within the proposed limits of a large wind energy centre. Research included searches of the Ontario Heritage Properties Database, Parks Canada, municipal heritage planners, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

NextEra Energy Canada ULC, Northpoint Wind Energy Centre Transmission Line, Eastern Ontario. Project manager for the identification and assessment of cultural heritage resources for a proposed transmission line related to a wind energy centre. Research included searches of the Ontario Heritage Properties Database, Parks Canada, municipal heritage planners, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

MHBC Planning, Toronto Garden Heritage Conservation District Technical specialist providing information on archaeological heritage resources and archaeological management of resources for Toronto Garden District HCD Report.

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Battersea Solar, LP, LRP Cultural Heritage Resources Review, Battersea Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Cordukes Solar, LP, LRP Cultural Heritage Resources Review, Cordukes Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Trout Lake I Solar, LP, LRP Cultural Heritage Resources Review, Trout Lake I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle I Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle I Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle II Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle II Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Clarabelle III Solar, LP, LRP Cultural Heritage Resources Review, Clarabelle III Solar Energy Centre. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Northpoint I, LP, Northpoint I Wind Energy Project. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Northpoint II, LP, Northpoint II Wind Energy Project. Technical lead for information gathering as part of the LRP process related to heritage and archaeology. Research included searches of the Ontario Heritage Properties Database, the City of London Inventory of Heritage Resources, the Canadian Register of Historic Places, the Ontario Heritage Trust Plaques Database, and unregistered and registered cemetery databases.

Michael J. Seaman, BES, MEDS, MCIP, RPP, CAHP, CMA
Senior Heritage Planner

Education	Years of Experience	Memberships	Training and Certifications
Masters of Environmental Design Studies, Conservation, Faculty of Architecture, Dalhousie University, NS (Technical University of Nova Scotia), 1995	With AECOM: <1 With Other Firms: 28	American Planning Association, 2016-Present National Main Street Centre (USA), 2013-Present National Trust for Canada, 1999-Present US National Trust, 2013-Present	Next Gen Municipal Leadership Certificate Program, Brock University, 2014 Building Effective Leaders Program, Sheridan Corporate, 2008 Media Relations Training, Perfect 10 Communications, 2004 Exchange Module in Planning in the UK, Oxford Brookes University (Oxford Polytechnic), UK, 1991 Various Continuous Professional Learning Courses through Municipal Learning Programs (Managing in a Union Environment, Employee Empowerment, Essentials of Management, Delegation, Emergency Management, Accessibility)
Honours Bachelor of Environmental Studies, Honours Co-op Urban and Regional Planning, University of Waterloo, 1992	Professional Affiliations Member of the Canadian Institute of Planners Registered Professional Planner Member of the Canadian Association of Heritage Professionals Member of the Canadian Museums Association		
Completed Two Credit Course in Archaeology, Saint Mary's University, NS, 1994			

Michael Seaman has over 28 years of experience in progressive municipalities providing quality level urban planning service, including extensive municipal management experience. He is recognized nationally and provincially as a proactive, resourceful, and collaborative planner and Director with a diverse portfolio who achieves positive results. He has a proven record of accomplishment of Municipal professional leadership, strategic vision and staff management success in a public service environment as well as additional leadership experience as a member of national boards of directors, and municipal committees. Michael has demonstrated a high level of achievement of best practices and positive results in a municipal planning and development environment, including seven national and four provincial major awards. He possesses strong communication, facilitation, negotiation and relationship building skills from over two decades of diverse and complex projects involving a broad array of internal and external stakeholders, and has a deep understanding and application of legislation/regulations affecting municipalities in Ontario, contemporary issues in local government.

With a strong background in urban planning, downtown revitalization, special events, design, heritage conservation, economic development, communication, marketing and tourism, Michael is a recognized leader in developing, promoting and implementing best practices in urban design. With more than 20 years of working closely with building approvals and inspection and enforcement processes through heritage related work, coordination of restoration projects, as well as conventional municipal development planning. He has strong interpersonal, communication and report writing skills, and a superb ability to use independent judgment, with an unmatched record of success in good planning and achieving results as part of a management team. Michael has the ability to train and manage subordinate staff, and is recognized by peers as an expert in field, serving as Chair of the Board of Governors of the National Trust for Canada, past member of the Board of CAHP, heritage editor for OPPI Journal.

Experience Prior to AECOM

National Trust for Canada, Chair of the Board of Governors. Principal Officer of Canada's leading national charity related to heritage conservation. Established by the Government of Canada in 1973, The National Trust for Canada is a national charitable not-for-profit organization that leads and inspires action for historical places in Canada. Presides over a National Board of Directors and oversees its activity. Senior representative of the board in working with Chief Executive Officer on matters related to budget and financial sustainability, human resources matters, performance management, governance, advocacy, staff and board recruitment and succession, property management, and fundraising. October 2018-present.

Municipality of Clarington, Director of Planning Services, Bowmanville, Ontario. Led the Planning and Development Function and a team of 35 staff. Part of the Durham GO Train Team, land acquisition portfolio, Community Planning and Urban Design and Special Projects (Agriculture, Nuclear, Heritage, Environment), and Development Review. Department work included nine new and updated secondary plans, comprehensive zoning by-law. Feb.-June 2019.

Town of Grimsby, Director of Planning, Grimsby, Ontario. Led the Town of Grimsby Planning Department as Planning Director, leading a team of six staff and four committees, and leading the Town's Economic Development and Heritage Planning

portfolios. Also oversaw the Development Planning Function in a rapidly growing municipality, and led the Urban Design Function. Responsible for guiding Downtown Revitalization through implementation of the Community Improvement Plan and Main Street Committee. Coordinated the Comprehensive Zoning By-law Review, coordinated the Development Charge Study, and led the Transit Investigation. Coordinated the commenting, approval and appeal Process for completion of a new Official Plan, and a West End Waterfront Master Plan and Trail Plan Study and Hospital Corridor Secondary Plan. Coordinated Grant Applications achieving almost \$2-million in project specific grants to the municipality for the waterfront, public realm and community stakeholders (downtown revitalization). Involved attendance and testimony at Ontario Municipal Board Hearings, working with Niagara Area Planners and Niagara Region to advance the planning function in Niagara, participating in and implementing process improvement initiatives at the municipal and regional level. Municipal Lead in Regional Studies and Initiatives (Greenbelt Plan: Niagara Perspective, GO Train Attraction, GO Hub Study). Administering Department and committee budgets (\$922,000). Coordinated the Town's Economic Development Strategy, led the Town's response to the Greenbelt Plan Review, and led Grimsby's Tourism strategy, including coordinating the Community Video Series. Instigated and Coordinated Prototype Doors Open Grimsby and Happening on the Street Festivals, a successful tourism generator and community building event. 2010 – February 2019.

Town of Oakville, Manager of Heritage Planning, Oakville, Ontario. Managed the Heritage Planning Division, including hiring and supervision. Established the Heritage Planning Division – a new division within planning department. Developed productive working relationships with a variety of internal and external stakeholders to achieve municipal objectives related to heritage conservation and new development in older communities; reviewed and provided commentary related to development applications, building permits and heritage permits. Set and implement annual and long-term work plan with the aim of achieving national leadership in heritage conservation. Helped make Oakville the recognized leader in heritage conservation planning in Canada through winning of the Lt. Governor's Ontario Heritage Award for Community Leadership and Prince of Wales Prize. Administered a \$300,000 budget for the heritage planning division. Developed and refine planning policies. Of greatest significance was the development of policies for the new Official Plan related to heritage, older communities (Bronte, Palermo Village, Old Oakville), urban design and sustainability. Another significant policy related work was the development of policies and undertaking of studies related to the North Oakville Secondary Plan. These included a heritage resource strategy for the entire urban expansion area, and a study of the community of Palermo Village. Administered inspections, enforcement and permitting related to heritage properties, working closely with building department and by-law enforcement division staff. Provided expert advice to Council, committees and public and give testimony before provincial boards. Coordinated inspections and enforcement related to heritage buildings and areas. Served as lead municipal contributor to "Conserve Preserve", a handbook for heritage and sustainability. 2008 – 2010.

Town of Aurora, Community Planner, Aurora, Ontario. Managed the Community Planning Division including hiring and supervision, Development of work plan and budget for the division. Coordinated complex and high-profile development applications (subdivision, major commercial). Provided internal leadership in urban design – reviewing all types of projects (industrial, major commercial, subdivision, infill, streetscaping). Provided commentary related to urban and building design and heritage conservation on development applications. Reviewed and coordinated planning staff reports to the committee of adjustment. Hired and supervised contract support staff and consultants. Worked with Economic development to develop and implement a strategy for enhancing the economic viability of the downtown through focussing on existing strengths. Worked with the Public Works department to provide municipal review and commentary related to infrastructure and public works projects (Wellington Street Median, York Region Transit). Coordinated the Northeast Old Aurora Heritage Conservation District Study and implemented the pre-consultation for the southeast Old Aurora heritage conservation district study. Instigated and collaborated with the leisure services department and other local partners to establish Doors Open Aurora, a successful local tourism generator. Coordinated the heritage planning function of the Municipality. Helped make Aurora the recognized leader in heritage conservation planning in Canada through winning of the Prince of Wales Prize for municipal heritage leadership in Canada. Implemented policy and programs (Evaluation System, Heritage District Studies). Coordinated development applications: major commercial, residential plan of subdivision, site plan control, Rezoning, OPA. Reviewed building permits and heritage permits in the heritage resource area including all of Old Aurora and related to heritage resources. Developed and implemented policy and procedures. Implemented education and outreach programs including website, publications and in-house training. 2005-2008.

Town of Markham, Markham, Ontario. 1995 – 2005. Senior Planner, 2001-2005 / Planner II, 1999-2001 / Planner, Heritage and Conservation, 1995-1999. Processed development applications: Rezoning, Site Plan Approval, Plans of Sub- Division, Official Plan Amendments, Plan of Condominium, Committee of Adjustment Applications. Participated in the development of secondary plans in urban expansion areas. Implemented and educated principles of New Urbanism. Provided internal leadership in Urban Design and Building Design review for development applications in the four heritage conservation districts (Markham Village, Unionville, Thornhill, Buttonville) and all inventory properties town wide. Developed and coordinated policy and guidelines (Unionville Heritage Conservation District Plan; Design Guidelines for Townhouses and awnings; Markham Heritage Estates Building Envelope Review Study; Heritage District Identification Study; Main Street Façade Improvement Study; Main Street Thornhill Study; Thornhill Heritage District Plan Review; and the Highway 7 Streetscape Study). Participated and conducted studies related to infrastructure planning; such as Highway #407, Markham By-pass, Highway 7 Streetscape

Project, and Main Street Markham Streetscaping. Worked with issues of sewer and water, railway infrastructure, public transit, future airport lands, etc. Markham Heritage Estates Sub-Division: Responsible to prepare and coordinate detailed restoration plans and monitor restoration approach (coordinated lot allocation and sale; provided advice on relocation, costing, design of additions, and physical analysis of structures; and worked closely with Building department related to restoration plans). Staff support for Heritage Markham and Heritage District Study Committees in Unionville and Thornhill Village. Instigated and provided staff support for Doors Open Markham festival. Worked closely with the Building department related to permits, inspections and enforcement. Provided Expert testimony at the Ontario Municipal Board.

City of Brampton, Planning Assistant, Brampton, Ontario. Brampton Memories of a Small-Town television series. Brampton Heritage Inventory. Designation of Properties and Heritage Review. 1993 & 1994.

Town of Oakville, Planning Assistant (Heritage), Oakville, Ontario. Coordinated Municipal Heritage Planning function as fill in for a maternity leave. 1990-1993.

Awards

The Prince of Wales Prize – for municipal heritage leadership in Canada. Awarded to the Town of Grimsby 2015. Awarded to the Town of Oakville 2010. Awarded to The Town of Aurora 2008. Awarded to the Town of Markham 2000.

Lt. Governor's Ontario Heritage Award for Community Leadership. Awarded to the Town of Grimsby 2015. Awarded to The Town of Oakville 2010. Awarded to The Town of Aurora (Recognized by Aurora Council for contribution to award) 2010.

Canadian Institute of Planners Award for Planning Excellence. "Northeast Old Aurora Heritage Conservation District Plan" (HM) 2007. "The Unionville Heritage Conservation District Plan" 2000.

B. Napier Simpson Award of Merit. Presented by the Ontario Historical Society to Heritage Markham to the outstanding municipal heritage committee in Ontario 2004.

Communities in Bloom – National and Provincial Champions. Awarded to The Town of Markham. Prepared submission package and gave presentations with respect to Heritage Conservation aspects of Markham's overall program to judging panel 1997 & 1998.

Ontario Professional Planners Institute, Outstanding Planning Award. "The Unionville Heritage Conservation District Plan" 1999.

Ontario Heritage Foundation Community Heritage Recognition Award. Individual Award for commitment to heritage in local community (Brampton) 1999.

Heritage Markham Award. The first Doors Open Markham 2003. The Unionville Bandstand 2002.

Niagara Community Design Awards. Planning Department Assisted with nine Award winning Projects from Grimsby 2013, 2014 and 2015.

Journal Articles

A recognized writer, Michael has written numerous articles for journals and other publications:

OPPI Journal. Contributing Editor for Heritage Planning 2007 to present.

Municipal World. Regular invited contributor to the magazine 2007 to present.

Contributed articles, 1992 to present, for the following:

- Municipal World (regular feature in annual heritage issue since 2008)
- OPPI Journal
- Heritage Canada
- Community Heritage Ontario News
- Canadian Association of Professional Heritage Consultants Forum
- Ontario Historical Society News,
- The Auroran (Doors Open Aurora Series 2006 and 2007)
- Founded the Brampton Heritage Board Newsletter and Markham Heritage News
- Children's Book "Bampy's Wartime Coconut" presented to the RC Legion

Other Related Services

Heritage Canada Foundation / National Trust for Canada.

- Chair of the Board of Governors, 2018-present
- Ontario Representative on the Board of Governors, 2009-2012, 2015-present
- Ontario Governor, member of the Board of Governors of the Heritage Canada Foundation
- Member of Strategic Initiatives and Governance Committees
- Coordination of Team Canada Presentation

Ontario Professional Planners Institute. Editor for Heritage, Ontario Planning Journal, 2007-present.

Willowbank School of Restoration, Queenston. Faculty Associate. 2010-present.

University of Waterloo, Heritage Resources Centre. Faculty Associate. 2011-present.

Heritage Canada Foundation – Urban Planning Advisor. Urban Planning Advisor to Foundation as part of Engaging Stakeholders in Heritage and Development Initiative funded by Parks Canada. The initiative is intended to engage stakeholders (Development Community and Municipal Councils) to determine informational and procedural needs to conserve heritage resources. Presented to St. Catharine's Council with Executive Director of Heritage Canada about initiative in September 2007. Advisor to the Heritage Canada Foundation with planning for 2007 annual conference in Edmonton related to Heritage Planning. 2007-2008.

Town of Aurora, Committee of Adjustment. Chair for 2003 and 2004. 2001-2005.

Canadian Association of Heritage Professionals. Member of the Board of Directors. 2000-2002.

Brampton Historical Society. Co-Founder and Past President (1999). 1998-present.

City of Halifax, Heritage Advisory Committee. Member. 1995.

City of Brampton, Heritage Board (MHAC). Chair from 1996 to 1999. 1993-1999.

City of Brampton, Churchville Heritage District Committee. 1994-1996.

Rogers Community 10 Television – Brampton. Co-ordinator, host, writer and researcher for *Brampton: Memories of a Small Town*, a six-part television series about Brampton's History and Architecture. 1993.

Public Speaking

An accomplished speaker and excellent communicator, Michael has been invited to present at various conferences, workshops and community meetings:

- National Trust Conference (Fredericton), 2018
- OPPI Conference (Sudbury), 2018
- Ontario Heritage Conference (Sault Ste. Marie), 2018
- Hamilton/Burlington Real Estate Board, 2017
- National Trust Conference, 2016
- Ontario Heritage Conference – Niagara on the Lake, 2015
- Buffalo Niagara Heritage Awards (Kleinhans Music Hall), 2014
- Ontario Heritage Conference – Midland, 2013
- Town of Perth, 2012
- Municipality of Brockton, 2012
- Peel Heritage Conference, 2012 and 1997
- Town of Centre Wellington, 2013 and 2014
- City of Burlington – Heritage Register Public Meeting, 2010
- Willowbank School of Restoration – Heritage Planning Course, 2010 and annually from 2012-2017
- CIP/OPPI Conference, Niagara Falls, 2009
- Town of Richmond Hill, 2009
- Town of Milton, 2009
- Oakville Historical Society, 2009
- King Township, 2008
- Heritage Canada Foundation Annual Conference, 2000, 2007, 2008 and 2012 (Montreal *in French*, Quebec City, Edmonton and Toronto)
- Heritage Canada Foundation Engaging Stakeholders Initiative, 2007
- Community Heritage Ontario Workshops, 2003, 2004 and 2007

- Ministry of Culture Workshops, 2003 and 2004
- Brampton Historical Society, 1998, 2004 and 2009
- Aurora Heritage District Study Pre-consultation (prior to employment), 2003 and 2004
- Ontario Heritage Conference (Kitchener), 1998
- Town of Newmarket Heritage District, 1996
- Lectured to OMA course students about Researching Heritage Buildings, 1997
- Heritage Gardens – Markham Green Thumb Festival, 1996
- Various Council, General Committee and Planning Committee and Community meeting presentations for Brampton, Aurora and Markham.

Contact
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PUBLIC PARTICIPATION MEETING COMMENTS

3.7 PUBLIC PARTICIPATION MEETING – Demolition Request for Heritage Designated Property – 120 York Street

- Councillor Cassidy: Any technical questions? Councillor Turner.
- Councillor Turner. Thank you Madam Chair. Through you, with respect to this application, the, there's kind of two parts to it. There's the demolition application and then there's the future of the site and often we contemplate the two of those in, in tandem. The future of the site question ends up getting left. My concern is in granting this. Then we, we leave a vacant site I think it's outlined in the report that the intent is set to create parking on that site so it just becomes another parking lot. Is there another part of this process where I think it would probably require a temporary parking permit to be able to operate that site as such and, and, are, what are the options available to Council at this time?
- Councillor Cassidy: Is that Ms. Dent that will answer that?
- Laura Dent, Heritage Planner: I'm going to refer this to one of my colleagues in Development Services.
- Councillor Cassidy: Thank you Ms. Dent.
- I can speak up. Sorry Madam Chair. It's Michael Pease from the site plan group. I was trying to find the hand up button so I decided to speak up.
- Councillor Cassidy: Thank you. Go ahead.
- Michael Pease, I can provide some clarity. So the application here through a site plan is for parking which is an association with another commercial property for the owner and within a hundred fifty meters under the regulations of the Zoning By-law so that's, I wouldn't necessarily call it a commercial parking lot, expansion of the lot to the east is in association with a commercial use within a hundred fifty meters of the property.
- Councillor Turner: Thank you.
- Councillor Cassidy: Any other a technical questions? I wonder if there is a representative for the applicant who's here who would like to speak to this? Do you want to state your name and you have five minutes?
- Hi. My name is Jim Bujouves, the President for Farhi Developments and thank you Madam Chair. In fact it was two weeks ago when I was here and you mentioned you met this gentleman from Farhi back, I believe, January, February, so I just thought I'd say hello now that you've met me again. With regard to the London Advisory Heritage Committee report dated August 12th I just like to acknowledge the recommendation of the Director with the advice of the Heritage Planner specifically on the Downtown Heritage Conservation District Plan it does note in the language that it provides policies and guidelines to manage change for approximately three hundred seventy properties within its boundaries. The HDC Plan is to establish a framework by which the heritage attributes of the downtown can be protected, managed and enhanced as this area continues to evolve and change over time. The reason I bring this forward is that Farhi Holding Corporation owns approximately fifty-eight buildings in the downtown district. The commitment to maintaining and revitalizing heritage assets is evidenced in building such as the Capitol Theatre restoration at 204 Dundas, TD

bank building at 220, former Scott's building at 229-231, the Richmond block, Duffield building at 215 Dundas and the historical Idlewyld as a reference point. The restoration of heritage buildings to preserve and bring history to life ensure that they enhance the fabric of the community is evidence in over twenty projects alone London, Ontario. Specifically referring to the Downtown Parking Study that is referred to in section 2.5 of the report I note the following: the 2015 Downtown London Parking Study and the more recent 2017 Downtown Parking Strategy do identify the need for further parking. The problem is it does not address some underlying realities that we are experiencing in the downtown core as follows: London has the lowest rate of commutes outside of the central census subdivisions which means more demand is placed upon its parking facilities; seventy-five percent drive to work, only eleven percent commute. CBRE and Cushman Wakefield analysis non-heritage properties have a twenty-one percent vacancy whereas heritage properties have thirty-four percent vacancy. The respective stalls is two hundred and nine versus sixty-seven per building. Class A building's have a thirteen percent vacancy rate whereas Class B and Class C have thirty-six percent vacancy. The respective stalls is two hundred eighty-one versus fifty-five per building. It is city versus suburb in impact on office has already had, has also had, a significant effect. In Q3 of 2019 alone over one hundred forty-five square feet, thousand square feet, of office space was under construction in the suburbs, none in the downtown. Downtown vacancy is at eighteen point four percent pre-Covid compared to twelve point six in the suburbs. Downtown parking per month is two hundred forty-one dollars versus zero in the suburbs. Overall vacancy attrition through moves to repurposed industrial or urban malls has exceeded one point five million square feet. How does this proposal assist both the City and Farhi? I referred to a couple items. Item number one, the Bell building, specifically within a hundred fifty meter radius. We have successfully revitalized the 100 Dundas properties since its' acquisition with a further one thousand eight hundred fifty employees in the building since its acquisition. Every one hundred thousand square feet results in approximately five hundred thousand in incremental property tax revenue and activates the core with people on the streets. We have no capacity to provide any further parking to increase occupancy. The proposed parking provides incrementally only fifteen parking spots for the submission made on March 13, 2020. We have lost a number of potential office tenants recently due to not having the parking ratios asking for by the leading brokers including Carfax and Compass totaling seven hundred employees. The building itself has the structural capacity and integrity to increase the number of floors and add a further five hundred thousand square feet. In addition we are proceeding with the submission on the Ridout residential development. The community information, the community meeting is pending. The demolition will reduce the existing parking deficiency we're currently have with existing Bell tenants we are contractually obligated to, to provide parking. I have brought that forward to your head of Development Services back in February and a few months ago as well. Item number two, future development: subject to market absorption we have every intention of initiating a redevelopment at 120 York on September 1, 2020, I forwarded the details of initiative, initiatives in concert with CBRE to the head of Planning and Development Services. The initiative incorporates all aspects of The London Plan, creates a mixed use residential and retail development to enhance the recreational, dining, shopping and service district. This will supply over five hundred additional units with approximately six hundred parking stalls.

- Councillor Cassidy: You've just passed your five minute mark and now, sir. I wonder if you could take about ten seconds and wrap it up.

- Jim Bujouves, the President for Farhi Developments: Heritage properties need parking as well and that's what's causing the problem in addition to the one hundred fifty meter proximity and I appreciate the time. Thank you.
- Councillor Cassidy: Thank you very much. So I'll go to the committee rooms to see if there are other if there are any members of the public who have come to comment on this. Anyone at all would like to make a comment or ask a question about this application for demolition request? I'm seeing none so all of a motion to close the PPM.

Report to the Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Paul Yeoman,
Director, Development Services
Subject: Request to Remove from the Register, Heritage Listed
Property at 1455 Oxford Street East
Meeting on: Monday September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, with the advice of the Heritage Planner, that the property at 1455 Oxford Street East **BE REMOVED** from the *Register of Cultural Heritage Resources*.

Executive Summary

A Cultural Heritage Evaluation Report for the heritage listed property at 1455 Oxford Street East was completed and determined that the property does not meet the criteria for designation pursuant to the *Ontario Heritage Act*.

Analysis

1.0 Background

1.1 Property Location, Cultural Heritage Status and Description

The subject property at 1455 Oxford Street East is located on the south side of Oxford Street East, between First Street and Ayreswood Avenue. [See Appendix A]. 1455 Oxford Street East is a heritage listed property and is indexed in the City's *Register of Cultural Heritage Resources*. The building on the subject property is described as a one-storey, side gable, postwar brick residence constructed circa 1952 (WSP, 2019, Table 2). The building has minor alterations, including newer windows, small side addition, and the alterations to the front porch (Zelinka, 2020 p3). Adjacent properties, and those in the immediate surrounding area, generally date from the early 1950s and exhibit styling of a developer's vernacular of the period [See Appendix B].

1.2 Rapid Transit and Cultural Heritage

1455 Oxford Street East is located along the London Bus Rapid Transit (BRT) study area in the 'East Area' zone or link. As part of the Transit Project Assessment Process (TPAP) for the BRT project, a Cultural Heritage Screening Report (CHSR) was prepared and was appended to the Environmental Project Report (EPR).

In the CHSR, the screening criteria used was from the Ministry's *Criteria for Evaluating Potential Built Heritage Resources and Cultural Heritage Landscapes*. All properties with buildings or structures along the Rapid Transit corridors that were 40 or more years old were flagged in the CHSR. 1455 Oxford Street East was identified as a property of interest for this reason (being approximately 68 years old).

With the recommendation of the London Advisory Committee on Heritage (LACH), Municipal Council added 347 potential cultural heritage resources identified by the Cultural Heritage Screening Report (CHSR) to the *Register of Cultural Heritage Resources* at its meeting on March 27, 2018 (Municipal Council Resolution, h.iii). All of these 347 properties are 'heritage listed properties.' 1455 Oxford Street East is one of

these 347 properties; identified with cultural heritage resource number CHR-1 (WSP, 2019, Table 1).

The CHRS identified potential indirect 'landscape' impacts to 1455 Oxford Street East, but there were no direct impacts to buildings or structures on the property due to road widening. Indirect impacts, such as those identified for the property at 1455 Oxford Street East, were recommended to be addressed during BRT detailed design. No further cultural heritage work has been undertaken for the property at 1455 Oxford Street East since TPAP.

2.0 Legislative and Policy Framework

2.1 Provincial Policy Statement

Section 2.6.1 of the *Provincial Policy Statement* (2014) directs that “significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

‘Significant’ is defined in the *Provincial Policy Statement* (2014) as, in regards to cultural heritage and archaeology, “resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people.”

‘Conserved’ is defined in the *Provincial Policy Statement* (2014), “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 under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.”

2.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities to protect properties that are of cultural heritage value or interest.

Section 27 of the *Ontario Heritage Act* requires that a Register kept by the clerk shall list all properties that have been designated under the *Ontario Heritage Act*. Section 27(1.2) of the *Ontario Heritage Act* also enables Municipal Council to add properties that have not been designated, but that Municipal Council “believes to be of cultural heritage value or interest” on the Register. Listing a property on the *Register* is an important action to ‘flag’ the potential cultural heritage value or interest of properties during decision making processes.

As consultation with the LACH is required to add a property to the Register, consultation with the LACH is required before a property may be removed from the Register by Municipal Council.

2.4 Register of Cultural Heritage Resources

Municipal Council may include properties on the *Register of Cultural Heritage Resources* that it “believes to be of cultural heritage value or interest,” pursuant to Section 27(1.2) of the *Ontario Heritage Act*. These properties are not designated, but are considered to be of potential cultural heritage value or interest.

The *Register of Cultural Heritage Resources* states that further research is required to determine the cultural heritage value or interest of heritage listed properties.

2.5 The London Plan

The Cultural Heritage chapter of *The London Plan* recognizes that our cultural heritage resources define our City’s unique identity and contribute to its continuing prosperity. It

notes, “The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in.” Policies 572_ and 573_ of *The London Plan* enable the designation of individual properties under Part IV of the *Ontario Heritage Act*, as well as the criteria by which individual properties will be evaluated.

3.0 Cultural Heritage Evaluation

3.1 Criteria for Determining Cultural Heritage Value or Interest

The criteria of *Ontario Regulation 9/06* establishes criteria for determining the cultural heritage value or interest of individual properties. These criteria are:

- i. Physical or design value;
- ii. Historical or associative value; and
- iii. Contextual value.

A property is required to meet one or more of the abovementioned criteria to merit protection under Section 29 of the *Ontario Heritage Act*. Should the property not meet any of the criteria, the property should be removed from the Register.

3.2 Consultation

In accordance with Section 27(1.3) of the *Ontario Heritage Act*, the London Advisory Committee on Heritage (LACH) must be consulted prior to Municipal Council making a decision on the request to remove 1455 Oxford Street East from the *Register of Cultural Heritage Resources*. The LACH will be consulted at its meeting on September 10, 2020.

It is a policy and practice of Municipal Council that the removal of a property from the *Register* shall be considered at a public participation meeting before the Planning and Environment Committee. Notification of the request to remove 1455 Oxford Street East from the *Register* was sent to 54 property owners within 120m of the subject property on August 31, 2020, as well as community groups including the Architectural Conservancy Ontario – London Region, London & Middlesex Historical Society, and the Urban League. Further, notice was also published in *The Londoner* on September 3, 2020.

3.3 Proposed Development and Cultural Heritage Evaluation Report

1455 Oxford Street East is one of (6) parcels that comprise the subject lands for a proposed 18-storey apartment building.^a [See Appendix B, Image 6]. The development is subject to Official Plan and Zoning By-Law Amendments and removal of existing structures on the properties. A Cultural Heritage Evaluation Report (CHER) was submitted by Zelinka Priamo Ltd. (report date March 10, 2020) – on behalf of Red Maple Properties – as a requirement of the *Official Plan-1989* (13.2.3.1) and *The London Plan* (Policy 586), and to satisfy requirements of a complete OP/ZBA application. 1455 Oxford Street East is the only property of the subject lands that is listed on the City’s Register, and is therefore the only parcel subject to a CHER.

3.4 Cultural Heritage Value or Interest

An evaluation was undertaken by Zelinka Priamo using the criteria of *Ontario Regulation 9/06*, and was reviewed by the DS-Heritage Planner. The Heritage Planner concurs with the evaluation and conclusions presented in the CHER that found that the property at 1455 Oxford Street East did not meet the criteria of *Ontario Regulation 9/06* and does not merit protection under Section 29 of the *Ontario Heritage Act*. The CHER did not recommend any further cultural heritage assessment for this property. A summary of the evaluation of the property at 1455 Oxford Street East is highlighted in the table below.

^a The Cultural Heritage Evaluation Report (CHER) submitted by Zelinka Priamo indicates that (8) parcels comprise the subject lands including 648 and 650 Ayreswood Avenue.

Criteria of O. Reg. 9/06		Yes/No
Physical/ Design	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	No
	Displays a high degree of craftsmanship or artistic merit	No
	Demonstrates a high degree of technical or scientific achievement	No
Historical/ Associative	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	No
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community	No
Contextual	Is important in defining, maintaining or supporting the character of an area	No
	Is physically, functionally, visually or historically linked to its surroundings	No
	Is a landmark	No

3.4.1 Physical or Design Values

The building on the property at 1455 Oxford Street East is not unique, or an early example of a style, expression, material, or construction method. This building is similar to the architectural style of the surrounding area and has no outstanding features that would make it distinct from the neighbouring properties. The building on the property does not display a high degree of craftsmanship or artistic merit. Further the property is not known to demonstrate technical or scientific achievement.

3.4.2 Historical or Associative Values

The property at 1455 Oxford Street East has no direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. The property does not yield, or have the potential to yield, information that contributes to an understanding of a community or culture. As a vernacular expression of postwar developer housing, the building on the property is not known to demonstrate or reflect the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.

3.4.3 Contextual Values

The building on the property at 1455 Oxford Street East supports the character of the immediate area in the sense that it was part of the build-up of this area in the early 1950s. However, there are no defining features of the area that are unique or historically significant. Finally, the property is not believed to be a landmark in the community.

4.0 Conclusion

The evaluation of the subject property at 1455 Oxford Street East using the criteria of *Ontario Regulation 9/06* found that, as an individual property, it does not meet the criteria for designation under the *Ontario Heritage Act*. The property at 1455 Oxford Street East should be removed from the *Register of Cultural Heritage Resources*.

Prepared by:	Laura E. Dent, M.Arch, PhD, MCIP, RPP Heritage Planner
Submitted by:	Michael Tomazincic, MCIP, RPP Manager, Current Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services

September 14, 2020
LED/

\\cfile1\pdda\$\Shared\ADMIN\6 - LACH Reports\2020 LACH Reports\09 - September 10\2020-09-10 LACH Remove from Register_1455 Oxford Street East.docx

- Appendix A Property Location
- Appendix B Images
- Appendix C Zelinka Priamo Ltd. Cultural Heritage Evaluation Report (CHER), 1455 Oxford Street East, London, Ontario

Sources

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Appendix A – Subject Property Location



Figure 1: Location Map identifying the subject property at 1455 Oxford Street East

Appendix B – Images



Image 1: 1455 Oxford Street East – front view of porch and entrance (August 24, 2020)



Image 2: 1455 Oxford Street East – view of corner, front and east-side elevations (August 24, 2020)



Image 3: 1455 Oxford Street East – rear view of residence, garage and yard (August 24, 2020)

Appendix C – Cultural Heritage Evaluation Report

Attached separately

Cultural Heritage Evaluation Report (CHER)

1455 Oxford Street East

London, Ontario



March 10, 2020



ZELINKA PRIAMO LTD
A Professional Planning Practice

SECTION 1 - INTRODUCTION

The property located at 1455 Oxford Street East ("Subject Lands") is one of 8 individual parcels of land (1453, 1455, 1457, 1459 Oxford Street East and 648, 650, 654 and 656 Ayerswood Avenue) that will be subject to an Official Plan & Zoning By-law Amendments to facilitate the construction of a proposed 18-storey apartment building, and parking structure (Appendix 1).



The subject lands are a listed non-designated property on the Register of Cultural Heritage Resources. The proposed development would require the removal of the structures on the property; therefore, a Cultural Heritage Evaluation Report (CHER) is required to evaluate the cultural heritage potential of the property.

SECTION 2 – LONDON BUS RAPID TRANSIT - ENVIRONMENTAL PROJECT REPORT

During the preparation of the Bus Rapid Transit (BTR) Environmental Project Report, several properties, including 1455 Oxford Street East, were added to the Municipal Register of Heritage Properties by Council on March 27, 2018. They were added as a result of the London Advisory Committee of Heritage (LACH) review of the draft Cultural Heritage Screening Report (CHSR) – London Bus Rapid Transit System (WSP, February 6, 2018).

Properties within the BRT project footprint that were not currently on the Register were reviewed using the provincial Criteria for Evaluating Potential for Built Heritage Resources

and Cultural Heritage Landscapes: A Checklist for the non-specialist. If the checklist had one or more questions answered "Yes", the properties were flagged as a potential cultural heritage resource and further studies were required.

The subject lands were flagged as a potential cultural heritage resource because it contained a building or structure that is more than 40 years of age. The Screening Check List for the property is attached in Appendix 2.

LACH made the recommendation to advise Council to require further cultural heritage work for 470 properties and to add 341 properties to the municipalities Register of Heritage Properties at its March 14, 2018 meeting (Appendix 3). The recommendation was included in the March 19, 2018 Planning and Environment Committee (PEC) agenda as part of the LACH minutes for the March meeting. The LACH recommendation was approved with no discussions. It then went to Council as part of the PEC minutes and was approved with no discussions.

Property owners were not made aware of this process nor were made aware by the City that their property was added to the Register.

SECTION 3 – SITE DETAILS

3.1 1455 Oxford Street East & Surrounding Area

The subject lands are located on Oxford Street East, near Ayreswood Avenue, west of First Street and east of Highbury Avenue North. (Figure 1).

Surrounding land uses include low density residential to the south, and west, high density residential to the east, and institutional (Fanshawe College) to the north. The former London Psychiatric Hospital lands are west of the subject lands. Further east, and south along First Street there is a variety of commercial, commercial-industrial, and light industrial uses.

Historically, the area was within the Township of London, and was annexed into the City of London in 1961. The area was mainly used for agricultural purposes until the 1950's when the area transitioned to residential single detached homes (Appendix 4).

The existing c. 1955 single detached dwelling is a one-storey, side gable post-war brick structure. This building is similar to the architectural style of the surrounding area and has no outstanding features that would make it distinct from the neighbouring properties. The building has minor alterations, including newer windows, small side addition, and the alterations to the front porch (Figure 2).

Past owners include:

- 1955-1961 – Haslett, TA

- 1962-1963 – Vacant
- 1964-1985 – Malette, F
- 1986 – No Return
- 1987 – Raine, J
- 1988 – 2010 – Kotnik, A

Figure 2



3.2 The CHSR Evaluating Process for 1455 Oxford Street East & Surrounding Area

As stated in Section 2, the area was reviewed through the Bus Rapid Transit (BTR) Environmental Project Report and it was recommended that 1455 Oxford Street East be added to the Municipal Register of Heritage Properties by Council because it contained a built resource that was more than 40 years of age.

Research determined most of the residential properties along this section of Oxford Street to the east and to the west of 1455 Oxford street were all built around the same time (except for 1376 Oxford Street which appears to be built earlier).

The criteria applied to determine potential cultural heritage value in this area is not consistent. The following points are not made clear in the Cultural Heritage Screening Report:

- Not all properties over 40 years old were identified by the Consultants. 1378, 1449, 1451, 1453, 1457, and 1459 Oxford Street East were all built between 1955 and 1959;
- LACH Stewardship Sub-Committee decided further studies were not required for 1374, 1380, 1384, 1388, and 1390 Oxford Street East when the Consultants flagged them as potential cultural heritage resources. All of them were built between 1955 and 1965. The Screening Check Lists for these properties are attached in Appendix 5.
- Only three properties were recommended by LACH to be added to the Municipal Register of Heritage Properties (1368, 1376, and 1455 Oxford Street West).

If the age of the properties were used to determine potential cultural heritage value, it is unclear why only 1368, 1374, 1376, 1380, 1384, 1388, 1390 and 1455 Oxford Street East were flagged as potential cultural heritage value. In addition, the report did not explain what methodology LACH (Stewardship Sub-Committee) use to decided further studies were not required for 1374, 1380, 1384, 1388, and 1390 Oxford Street East. We contacted Staff for further clarification, the correspondence is attached in Appendix 6.

In addition, the report states the potential impact to 1455 Oxford Street East includes indirect impacts to the landscaping including land acquisition of the lawn frontage/driveway to accommodate minor road widening, boulevard, multi-use path, and above-grade utility pole relocation. No direct impacts to buildings are anticipated.

All the neighbouring properties are going to be impacted by the proposed BRT route. All of them are subject to a minor road widening, boulevard, multi-use path, and above-grade utility pole relocation (Appendix 7).

Notwithstanding its age, there is no compelling reason why 1455 Oxford Street East was added to the Municipal Register of Heritage Properties. Its' attributes are no different from its neighbouring properties that were not added to the Register. In addition, the impacts as a result of the BRT are minor, they do not require the removal of any structures, just a small portion of the property is required for a minor road widening.

SECTION 4 – REGULATION AND POLICY REVIEW

4.1 Ontario Regulation 9/06 made under the Ontario Heritage Act

The following evaluation was completed to determine whether the subject lands is of cultural heritage value or interest:

Criteria		Evaluation
The property has design value or physical value because it,	Is a rare, unique, representative or an early example of a style, type, expression, material, or construction method	Property is a common form, expression, material, construction method that is not rare, unique, representative, or of an early example.
	Displays a high degree of craftsmanship or artistic merit	The property does not display a high degree of craftsmanship or artistic merit.
	Demonstrates a high degree of technical or scientific achievement.	The property does not demonstrate a high degree of technical or scientific merit.
The property has historical value or associative value because it,	Has direct association with a theme, event, belief, person, activity, organization or institution that is significant to a community.	The property does not have any significant historical associations.
	Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	The property does not yield, or have the potential to yield, information beyond knowledge related to the development of the area.
	Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	The property does not demonstrate the work or ideas of an architect, artist, builder, designer, or theorist.
The property has contextual value because it,	Is important in defining, maintaining, or supporting the character of an area.	The property does support the character of the immediate area; however, there is nothing important or defining about the area.
	Is physically, functionally, visually, or historically linked to its surroundings.	The property's connection (age and architectural style) to its surroundings is not significant.
	Is a landmark.	The property is not a landmark.

4.2 Provincial Policy Statement 2014 (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources.

Policies in the 2014 PPS relevant to 1455 Oxford Street East are as follows:

“Significant built heritage resources and significant cultural heritage landscape shall be conserved.” Section 2.6.1

“Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.” Section 2.6.3

It has been demonstrated that 1455 Oxford Street East is not considered a built heritage resource or a cultural heritage landscape as it does not warrant designation under Parts IV or V of the Ontario Heritage Act.

It is also not adjacent to lands designated under Parts IV or V of the Ontario Heritage Act.

4.3 The London Plan

The new City of London Official Plan (The London Plan) has been adopted by Council, but is subject of several appeals to the Local Planning Appeal Tribunal (LPAT).

The in-force policy, 586, does not apply because the subject lands are not adjacent to lands listed on the Register of Cultural Heritage Resources.

4.3 City of London 1989 Official Plan

Since Policy 565 of the London Plan is subject to an appeal at LPAT and is not in-force, Section 13 of the existing in force Official Plan applies.

Section 13 provides policies regarding the cultural heritage value of properties in London.

Consideration was given to the following policy in the Official Plan:

Section 13.2.3. – Alteration, Removal or Demolition

“Where heritage buildings are designated under the Ontario Heritage Act, no alteration, removal or demolition shall be undertaken which would adversely affect the reason(s) for designation except in accordance with the Ontario Heritage Act.”

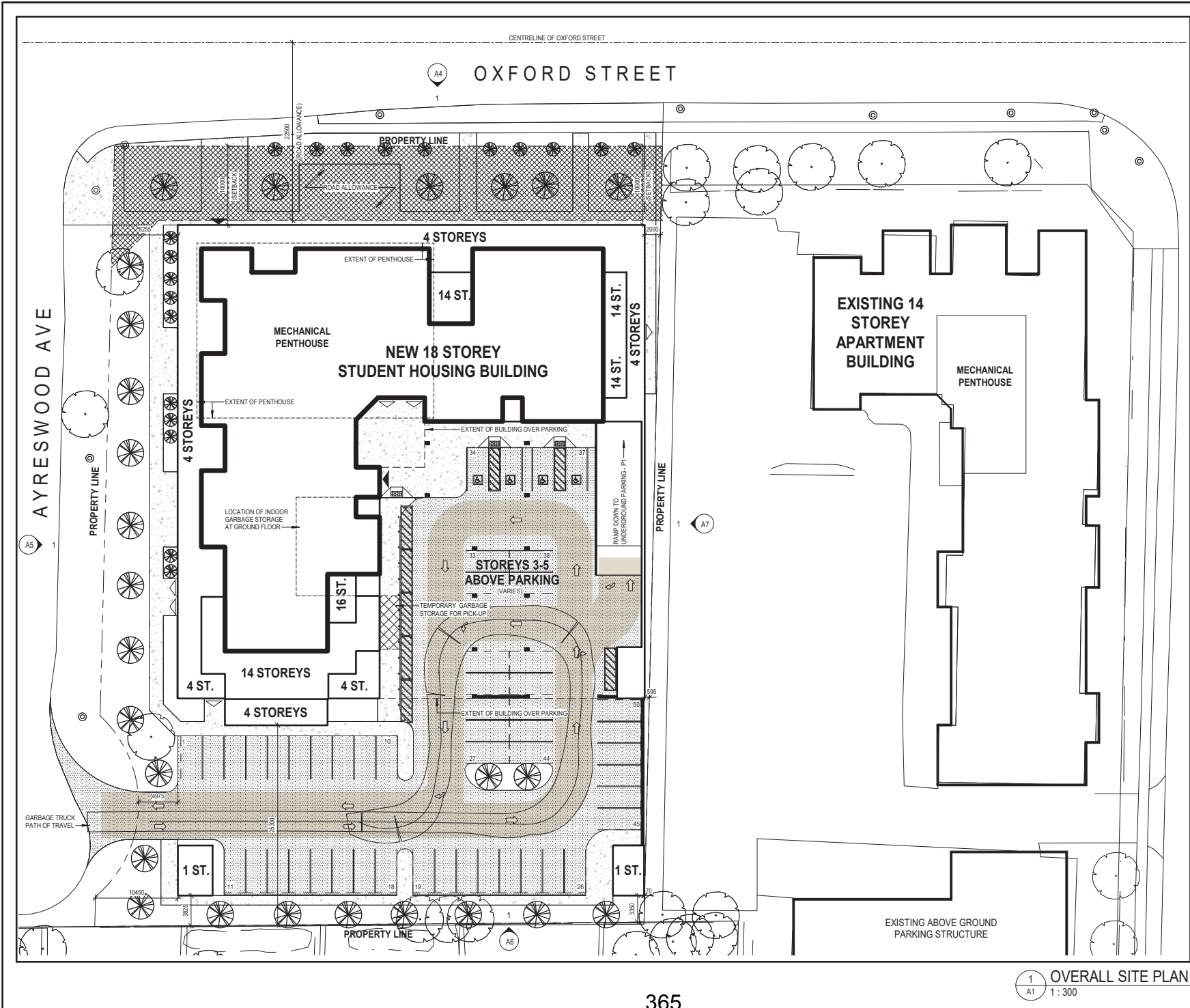
It has been demonstrated 1455 Oxford Street East is not considered a built heritage resource or a cultural heritage landscape as it does not warrant designation under Parts IV or V of the Ontario Heritage Act.

SECTION 5 – CONCLUSION

It has been determined the property located at 1455 Oxford Street East does not warrant designation under Parts IV or V of the Ontario Heritage Act; and, it is not adjacent to lands designated under the Ontario Heritage Act.

The property should be removed from the Register of Cultural Heritage Resources.

Appendix 1



1	Issued for OPA/ZBA	02/21/2020
No.	Revision	Date

NICHOLSON SHEFFIELD ARCHITECTS INC.

358 Talbot Street
London, Ontario N6A 2R6
519.573.1190
info@nicholsonsheffield.ca
nicholsonsheffield.ca

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. DRAWINGS ARE TO BE READ AND NOT SCALED.

Project
Oxford and Ayreswood Student Housing

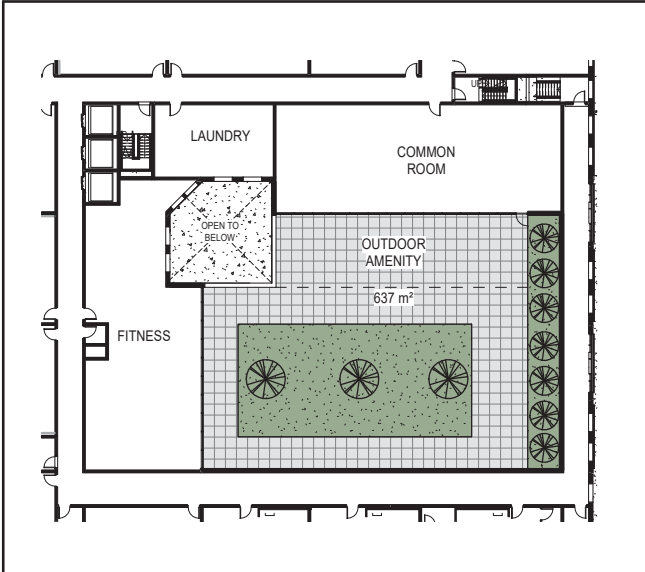
Project Address

Drawing
Site Plan

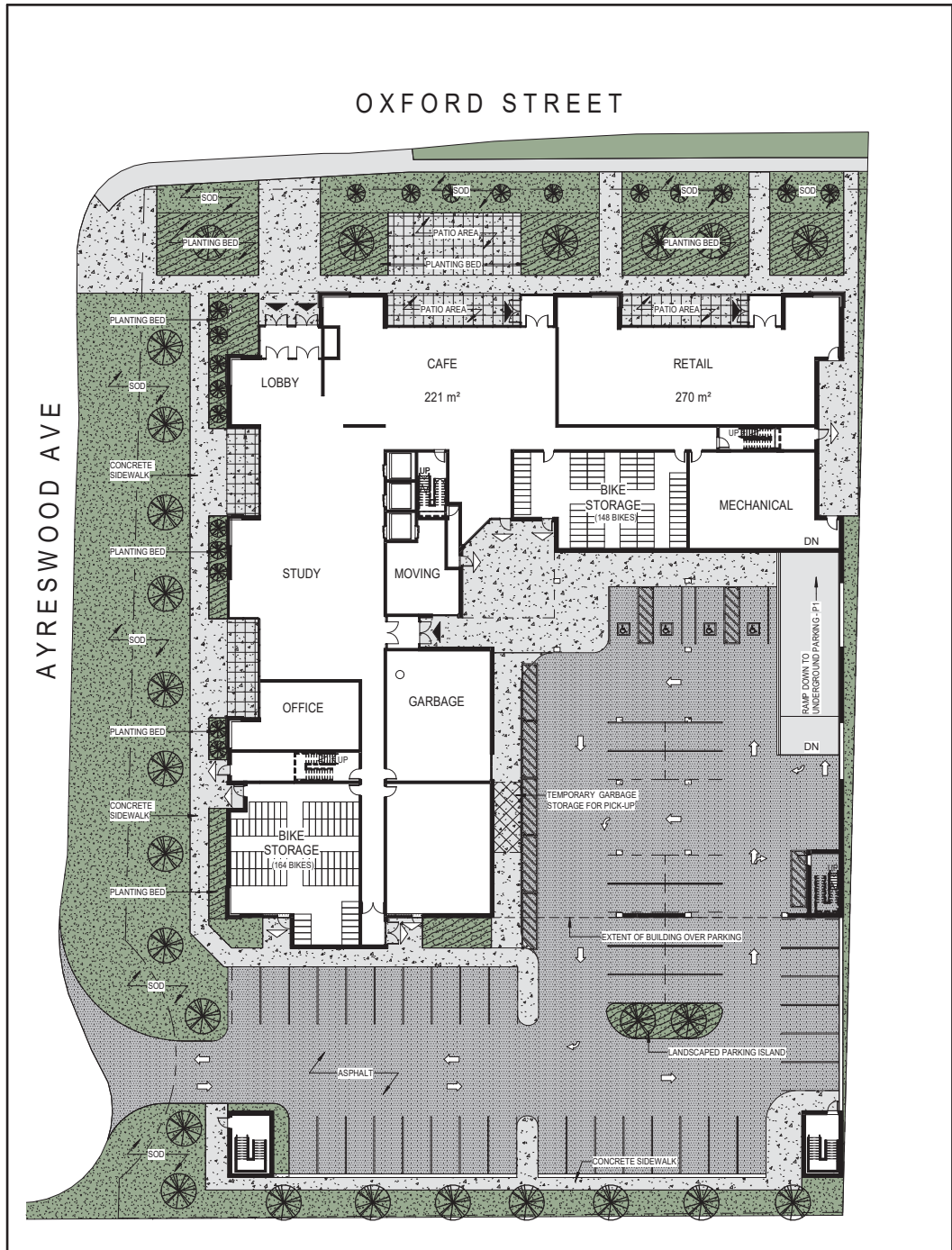
Project No.	19-09	Drawing No.	A1
Scale	1:300	Drawn By	EM
Checked By	TW	Date	FEB 14 2020

SITE DATA			
	Req'd / Max. / Min.	Existing	Proposed
Proposed Zoned Use	R9-7	R1-6 & OC4	R9-7 (X)
Lot Area	1000m ² MIN.	6,775 m ² (7,925 ft ²)	6,775 m ² (7,925 ft ²)
Lot Frontage	30m MIN.	70m (228 ft)	70m (228 ft)
Lot Depth	N/A	98m (323 ft)	98m (323 ft)
Building Area	N/A	15 EXISTING STRUCTURES 1,006 m ² (10,829 ft ²) TOTAL BUILDING AREA	3,582 m ² (38,556 ft ²)
Lot Coverage	31% MAX. (30% + 1% FOR EVERY 1% LANDSCAPE OPEN SPACE OVER 30%)	1,006 m ² (10,829 ft ²) = 14.8%	2,152 m ² (23,164 ft ²) = 31.7%
Building Height	N/A		60 m (200 ft)
Landscape Open Space	30% MIN.		2,124 m ² (22,863 ft ²) = 31.4% SOFT SURFACE = 1,230 m ² HARD SURFACE = 894 m ²
Parking	TOTAL = 365 SPACES RESIDENTIAL: 1.25/UNIT = 324 RETAIL: 1/15m ² = 18 CAFE: 1/10m ² = 23 BARRIER FREE =	N/A (various properties)	TOTAL = 283 SPACES BARRIER FREE = 4 SPACES (1%) 50 - ABOVE GROUND 233 - UNDERGROUND
Density	150 UNITS/ha		259 UNITS/0.6775ha =383 UNITS/ha
Bike Parking	0.75/UNIT = 195 SPACES		TOTAL = 312 SPACES
Front Yard Depth	8m MIN.	N/A (various properties)	10m (33 ft)
Interior Side Depth	1.2 x 20 = 24m MIN.	N/A (various properties)	0.5m (1.6 ft)
Exterior Side Depth	8m MIN.	N/A (various properties)	8.2m (27 ft)
Rear Yard Depth	6 + (1x54) = 60m MIN.	N/A (various properties)	25.3m (83 ft)

○ SITE AND ZONING DATA
1:1



○ 2 OUTDOOR AMENITY AT LEVEL 4
A2 1:300



○ 1 LANDSCAPE PLAN
A2 1:300

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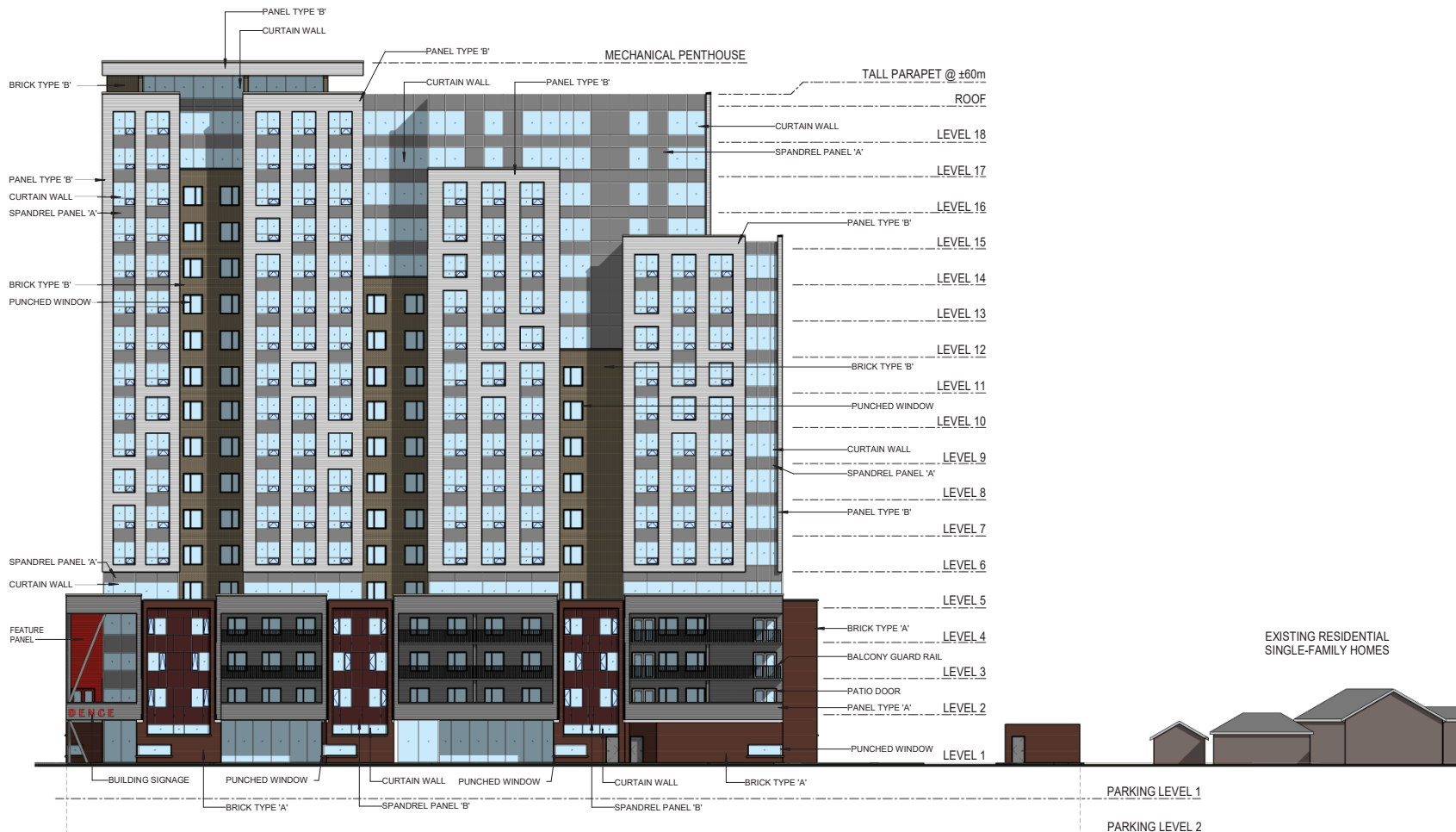
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Project
Oxford and Ayerswood Student Housing

Project Address

Drawing
Landscape Plan

Project No.	19-09	Drawing No.	A2
Scale	As indicated	Drawn By	EM
Checked By	TW	Date	FEB 14 2020



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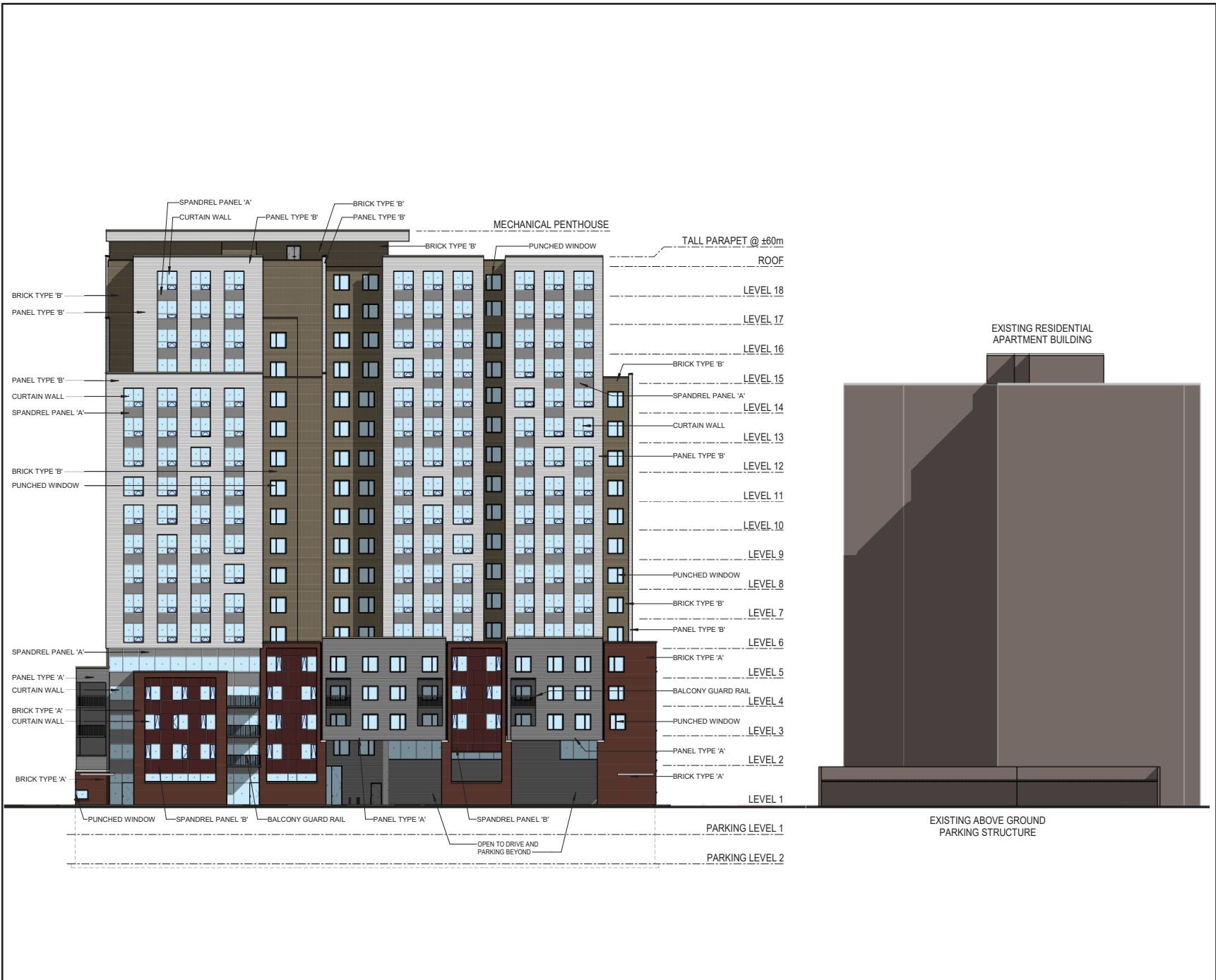
CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. DRAWINGS ARE TO BE READ AND NOT SCALED.

Project
Oxford and Ayerswood Student Housing

Project Address

Drawing
Elevation

Project No.	19-09	Drawing No.	A5
Scale	1 : 250		
Drawn By	EM		
Checked By	TW		
Date	FEB 14 2020		



1	Issued for OPA/ZBA	02/21/2020
No.	Revision	Date

**NICHOLSON
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CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE ARCHITECT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. DRAWINGS ARE TO BE READ AND NOT SCALED.

Project
Oxford and Ayerswood Student Housing

Project Address

Drawing
Elevation

Project No.	19-09	Drawing No.	A6
Scale	1 : 250	Drawn By	EM
Checked By	TW	Date	FEB 14 2020

Appendix 2

Project or Property Name
1455 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes No

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found **not** to be of cultural heritage value? Yes No

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

3. Is the property (or project area): Yes No

a. identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value? Yes No

b. a National Historic Site (or part of)? Yes No

c. designated under the *Heritage Railway Stations Protection Act*? Yes No

d. designated under the *Heritage Lighthouse Protection Act*? Yes No

e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? Yes No

f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? Yes No

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Appendix 3

London Advisory Committee on Heritage

Report

4th Meeting of the London Advisory Committee on Heritage
March 14, 2018
Committee Rooms #1 and #2

Attendance PRESENT: D. Dudek (Chair), J. Cushing, H. Elmslie, H. Garrett, S. Gibson, T. Jenkins, J. Manness, B. Vazquez and M. Whalley and J. Bunn (Secretary).

ABSENT: S. Adamsson, D. Brock and K. Waud.

ALSO PRESENT: J. Dent, L. Dent, K. Gonyou, K. Ouderkirk and A. Rammeloo.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that H. Garrett disclosed a pecuniary interest in clauses 2.1 and 3.2 of this report, having to do with a Heritage Alteration Permit by D. Lansink with respect to the property located at 67 Euclid Avenue and a Notice of Application by Paramount Developments (London) Inc. related to the property located at 809 Dundas Street, respectively, by indicating that her employer was contacted by the applicant for advice on item 2.1 and her employer is the agent on the file for item 3.2.

2. Scheduled Items

2.1 Heritage Alteration Permit - 67 Euclid Avenue, Wortley Village - Old South Heritage Conservation District

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application made under Section 42 of the *Ontario Heritage Act* to erect a new building on the property located at 67 Euclid Avenue, within the Wortley Village – Old South Heritage Conservation District, BE PERMITTED as proposed in the drawings appended to the staff report dated March 14, 2018, subject to the following terms and conditions being met:

- the Heritage Planner be circulated the applicant's Building Permit application drawings to verify compliance with the submitted design prior to issuance of the Building Permit; and,
- the Heritage Alteration Permit be displayed at the subject property, in a location visible from the street, until the work is completed;

it being noted that the attached presentation from L. Dent, Heritage Planner and the attached handout from D. Lansink, were received with respect to this matter.

2.2 Demolition Request and Heritage Alteration Permit Application by 2436069 Ontario Ltd - 504 English Street, Old East Heritage Conservation District

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application made under Section 42 of the *Ontario Heritage Act* to demolish the existing building and to erect a new building on the property located at 504 English Street, within the Old East Heritage Conservation District, BE

PERMITTED as proposed in the drawings appended to the staff report dated March 14, 2018, subject to the following terms and conditions being met:

- the Heritage Planner be circulated the applicant's Building Permit application drawings to verify compliance with the submitted design, prior to issuance of the Building Permit;
- the property owner demonstrate, to the satisfaction of the Heritage Planner, that sufficient quantity and quality of brick may be salvaged from the existing building for reuse to clad the proposed building as shown in Appendix D;
- the property owner be requested to salvage any elements of the existing building that may be suitable for reuse;
- the property owner be encouraged to use colours from the Old East Heritage Conservation District palette; and,
- the Heritage Alteration Permit be displayed at the subject property, in a location visible from the street, until the work is completed;

it being noted that the attached presentation from K. Gonyou, Heritage Planner, was received with respect to this matter.

2.3 Demolition Request and Heritage Alteration Permit Application by Kapland Construction Inc. - 491 English Street, Old East Heritage Conservation District

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application made under Section 42 of the *Ontario Heritage Act* to demolish the existing building and to erect a new building on the property located at 491 English Street, within the Old East Heritage Conservation District, BE PERMITTED as proposed in the drawings appended to the staff report dated March 14, 2018, subject to the following terms and conditions being met:

- the Heritage Planner be circulated the applicant's Building Permit application drawings to verify compliance with the submitted design, prior to issuance of the Building Permit;
- the property owner be encouraged to use colours from the Old East Heritage Conservation District palette; and,
- the Heritage Alteration Permit be displayed at the subject property, in a location visible from the street, until the work is completed;

it being noted that the London Advisory Committee on Heritage requests that the City of London not use chain link fence along the north façade of the subject property;

it being further noted that the attached presentation from K. Gonyou, Heritage Planner was received with respect to this matter.

2.4 Cultural Heritage Evaluation Report - 3544 Dingman Drive

That the Cultural Heritage Evaluation Report for the property located at 3544 Dingman Drive, dated March 2018, from AECOM, BE REFERRED to the Stewardship Sub-Committee to review the Statement of Cultural Heritage Value or Interest and report back to the London Advisory Committee on Heritage (LACH) with respect to this matter;

it being noted that the LACH recommends that the cultural heritage resource at 3544 Dingman Drive be designated and be incorporated into the future expansion of the Dingman Creek Pumping Station;

it being further noted that the attached presentation from M. Greguol, AECOM was received.

3. Consent

3.1 3rd Report of the London Advisory Committee on Heritage

That it BE NOTED that the 3rd Report of the London Advisory Committee on Heritage, from its meeting held on February 14, 2018, was received.

3.2 Notice of Application - Paramount Developments (London) Inc. - 809 Dundas Street

That the following actions be taken with respect to the Notice of application dated February 21, 2018, from S. Wise, Planner II, related to the application by Paramount Developments (London) Inc., with respect to the property located at 809 Dundas Street:

- a) S. Wise, Planner II, BE ADVISED that the London Advisory Committee on Heritage (LACH) is satisfied with the research contained in the Heritage Impact Statement dated January 2018, prepared by Zelinka Priamo Ltd. for the adjacent property located at 795 Dundas Street; and,
- b) the LACH recommends that the property located at 432 Rectory Street BE ADDED to the Register (Inventory of Heritage Resources) for physical/design and historical/associative reasons.

3.3 Notice of Application - City of London - City-Wide - Low-Density Residential Zones (R1, R2, R3) within the Primary Transit Area as shown on Schedule A

That M. Knieriem, Planner II, BE REQUESTED to attend the April meeting of the London Advisory Committee on Heritage to provide clarification with respect to the Notice of application dated March 7, 2018, related to an application by the City of London with respect to City-wide - Low-density residential zones (R1, R2, R3) within the Primary Transit Area.

3.4 Request for Delegation - G. Hodder - Fugitive Slave Chapel Preservation Project

That the delegation request from G. Hodder related to the Fugitive Slave Chapel Preservation Project BE APPROVED for the April 2018 meeting of the London Advisory Committee on Heritage.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee

That the following actions be taken with respect to the Stewardship Sub-Committee Report from its meeting held on February 28, 2018:

- a) further cultural heritage work BE COMPLETED for the revised attached list of properties, including Cultural Heritage Evaluation Reports (CHER) and/or Heritage Impact Assessments (HIA), with respect to the Draft Cultural Heritage Screening Report – London Bus Rapid Transit System;
- b) the Terms of Reference for HIAs and CHERs BE PREPARED;

c) the properties requiring further cultural heritage review that are not yet listed on the Register (Inventory of Heritage Resources) BE ADDED to the Register;

d) further review BE UNDERTAKEN to identify specific properties that may be affected within the Downtown Heritage Conservation District, West Woodfield Heritage Conservation District and Blackfriars/Petersville Heritage Conservation District to identify where property-specific HIAs may be required; and,

e) the remainder of the Stewardship Sub-Committee report BE RECEIVED.

5. Items for Discussion

5.1 Heritage Alteration Permit Application by: M. Telford - 200 Wharncliffe Road North, Blackfriars/Petersville Heritage Conservation District

That, on the recommendation of the Managing Director, Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act* to alter the porch of the building located at 200 Wharncliffe Road North, within the Blackfriars/Petersville Heritage Conservation District, BE PERMITTED, subject to the following terms and conditions being met:

- the Heritage Planner be circulated the applicant's Building Permit application drawings to verify compliance with the submitted design, prior to issuance of the Building Permit;
- all exposed wood be painted;
- square spindles, set between a top and bottom rail, be installed as the guard;
- the top rail of the guard be aligned with the height of the capstone of the cast concrete plinths; and,
- the Heritage Alteration Permit be displayed at the subject property, in a location visible from the street, until the work is completed;

it being noted that the attached presentation from K. Gonyou, Heritage Planner, was received with respect to this matter.

5.2 Heritage Planners' Report

That it BE NOTED that the attached submission from K. Gonyou and L. Dent, Heritage Planners, with respect to various updates and events, was received.

5.3 Work Plan

That the following actions be taken with respect to the London Advisory Committee on Heritage (LACH) Work Plans:

- a) the revised, attached 2018 Work Plan for the LACH BE FORWARDED to the Municipal Council for consideration; and,
- b) the attached 2017 LACH Work Plan Summary BE FORWARDED to the Municipal Council for their information.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 8:05 PM.

5 CONSULTATION

WSP conducted community consultation through engagement with the London Advisory Committee on Heritage (LACH). A heritage stakeholder meeting was held on November 7, 2017. WSP presented the draft CHSR to LACH on February 14, 2018. The LACH was provided copies of the report for review and comment on the recommendations made. The LACH referred the request for comment to its Stewardship Sub-Committee. The Sub-Committee made recommendations at its meeting on February 28, 2018, and presenting these recommendations to LACH on March 14, 2018, and to the Planning and Environment Committee on March 19, 2018. The recommendations were accepted by Municipal Council at its meeting on March 27, 2018. As a result, all of the properties flagged by the draft CHSR requiring further cultural heritage work were added to the Register (Inventory of Heritage Resources) pursuant to Section 27 of the Ontario Heritage Act by resolution of Municipal Council on March 27, 2018.

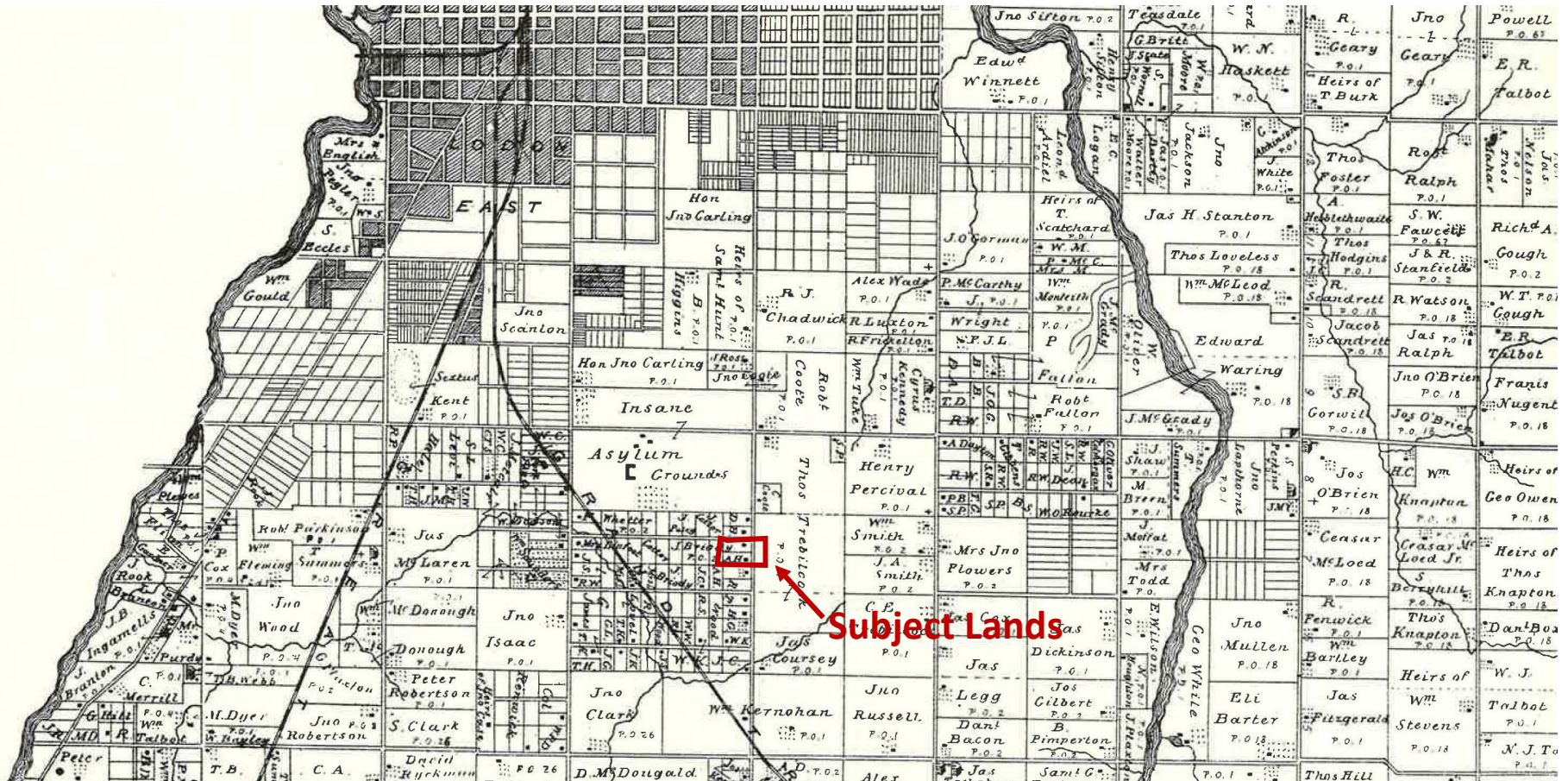
The Stewardship Sub-Committee recommends that:

- a) *Further cultural heritage work be completed for the attached list of properties, including Cultural Heritage Evaluation Reports (CHER) and/or Heritage Impact Assessment (HIA);*
- b) *Terms of Reference for Heritage Impact Assessments and Cultural Heritage Evaluation Reports be prepared;*
- c) *The properties requiring further cultural heritage work not yet listed on the Register (Inventory of Heritage Resources) be added to the Register;*
- d) *Further review be undertaken to identify specific properties that may be affected within the Downtown Heritage Conservation District, West Woodfield Heritage Conservation District, and Blackfriars/Petersville Heritage Conservation District to identify where property-specific HIAs may be required.*

As part of their review, the Stewardship Sub-Committee identified 30 additional properties that were not presented in the draft CHSR that they felt should undergo further cultural heritage work. The Sub-Committee also recommended that 104 properties identified in the draft CHSR be removed from contention as potential heritage properties. Three properties, CHR-542, CHR-543, CHR-544, were identified following this recommendation and are identified as Potential Heritage Properties. The Sub-Committee's recommendations are included in Appendix E of this CHSR. The final CHSR has integrated these recommendations by including the additional 30 properties, and updating the recommendations for the 104 properties to not require any further cultural heritage work. These properties have been included in this report, and identified in Table 1. With the recommendation of the Stewardship Sub-Committee and the LACH, Municipal Council added the properties identified by the CHSR as potential heritage properties to the Register (Inventory of Heritage Resources). The cultural heritage status of these properties has been updated to "listed" on Table 1. Additionally, the directly affected and adjacent properties located within the HCDs have been included in Table 1, with the directly impacted properties also being included in Table 2 in Appendix A of this CHSR.

Appendix 4

1878 – Township of London



Note: Boundaries of Subject Lands are Approximate

Approximate Age of Residential Properties along Oxford Street



Subject Lands and Surrounding Areas



1922 Air Photo



1945 Air Photo

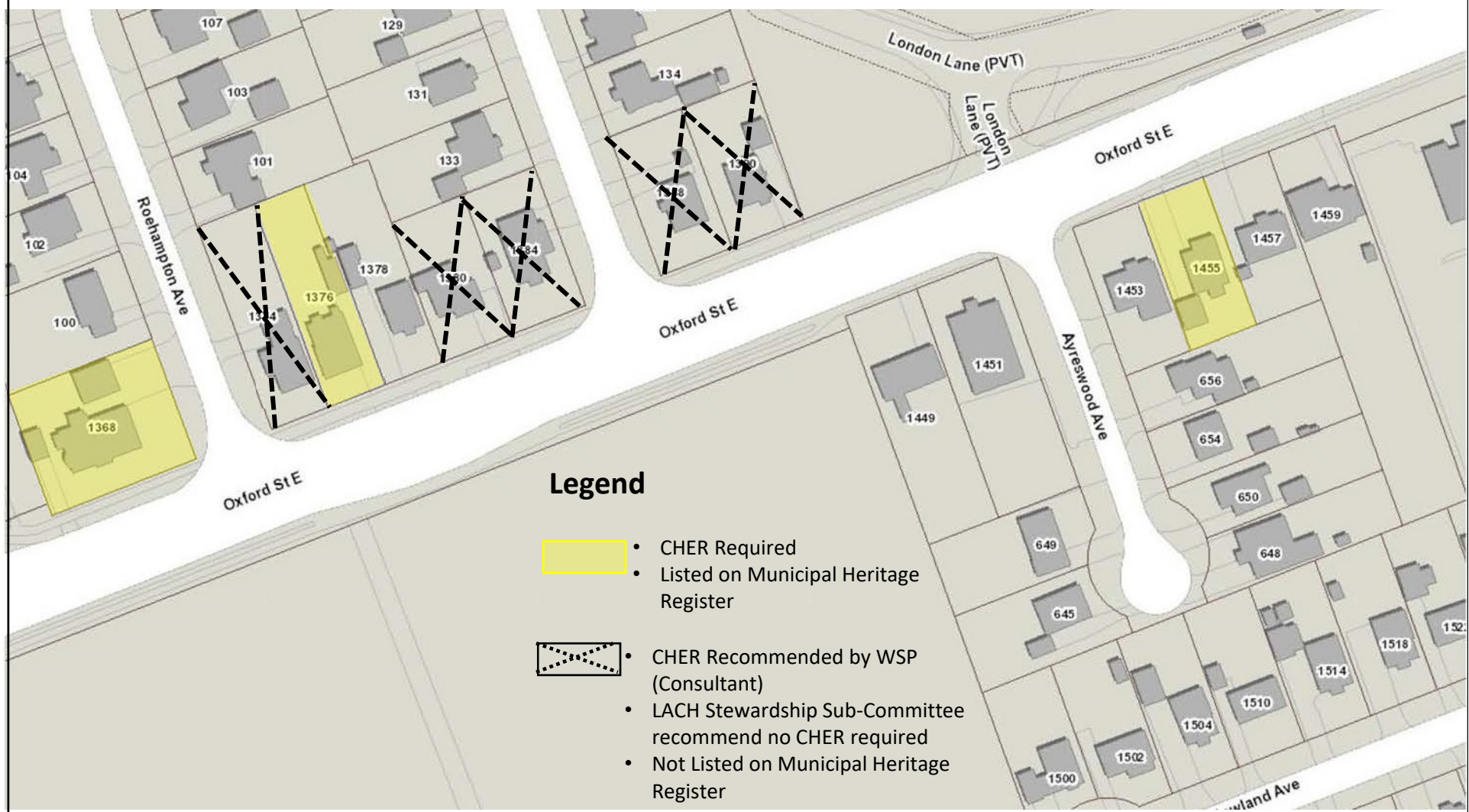


1955 Air Photo

Note: Boundaries of Subject Lands are Approximate

Appendix 5

Heritage Status of 1455 Oxford Street East and Surrounding Properties along Oxford Street



Project or Property Name
1368 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes No

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found **not** to be of cultural heritage value? Yes No

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

3. Is the property (or project area): Yes No

- a. identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value?
- b. a National Historic Site (or part of)?
- c. designated under the *Heritage Railway Stations Protection Act*?
- d. designated under the *Heritage Lighthouse Protection Act*?
- e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?
- f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1374 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes No

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? Yes No

If Yes, do not complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

3. Is the property (or project area): Yes No

a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1376 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 1. Is there a pre-approved screening checklist, methodology or process in place? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes, please follow the pre-approved screening checklist, methodology or process.**
If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes, do not complete the rest of the checklist.**

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| 3. Is the property (or project area): | | |
| a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. a National Historic Site (or part of)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. designated under the <i>Heritage Railway Stations Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. designated under the <i>Heritage Lighthouse Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1380 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 1. Is there a pre-approved screening checklist, methodology or process in place? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes**, please follow the pre-approved screening checklist, methodology or process.
If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes**, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| 3. Is the property (or project area): | | |
| a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. a National Historic Site (or part of)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. designated under the <i>Heritage Railway Stations Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. designated under the <i>Heritage Lighthouse Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act, Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1384 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 1. Is there a pre-approved screening checklist, methodology or process in place? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes, please follow the pre-approved screening checklist, methodology or process.**
- If No, continue to Question 2.**

Part A: Screening for known (or recognized) Cultural Heritage Value

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes, do not complete the rest of the checklist.**

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| 3. Is the property (or project area): | | |
| a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. a National Historic Site (or part of)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. designated under the <i>Heritage Railway Stations Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. designated under the <i>Heritage Lighthouse Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If **Yes** to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If **No** to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1388 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes No

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? Yes No

If Yes, do not complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

3. Is the property (or project area): Yes No

- a. identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value?
- b. a National Historic Site (or part of)?
- c. designated under the *Heritage Railway Stations Protection Act*?
- d. designated under the *Heritage Lighthouse Protection Act*?
- e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?
- f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If **Yes** to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If **No** to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act, Planning Act* processes
- maintained by the property owner, proponent or approval authority

Project or Property Name
1390 Oxford Street East

Project or Property Location (upper and lower or single tier municipality)
London, Ontario

Proponent Name
City of London

Proponent Contact Information
Jennie Ramsay: email: jaramsay@london.ca, phone: 519-661-2489 Ex. 5823

Screening Questions

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 1. Is there a pre-approved screening checklist, methodology or process in place? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- If Yes**, please follow the pre-approved screening checklist, methodology or process.
If No, continue to Question 2.

Part A: Screening for known (or recognized) Cultural Heritage Value

- | | | |
|--|--------------------------|-------------------------------------|
| | Yes | No |
| 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes, do not complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| 3. Is the property (or project area): | | |
| a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. a National Historic Site (or part of)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. designated under the <i>Heritage Railway Stations Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. designated under the <i>Heritage Lighthouse Protection Act</i> ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

Appendix 6

Heather Garrett - Zelinka Priamo Ltd.

From: Gowan, Krista <kgowan@london.ca>
Sent: Wednesday, October 10, 2018 11:55 AM
To: heather.g@zpplan.com
Cc: kasia.o@zpplan.com
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good morning Heather,

Thank you for your email.

All properties within the BRT project footprint were identified and then screened to determine what properties may contain Cultural Heritage Value or Interest (CHVI). The criteria of 40 years or older was the methodology used for screening the possible CHVI and was applied to all properties within the project footprint.

The LACH's Stewardship sub-committee reviewed the 500+ properties and the project footprint. In Stewardship's review, it was determined that 1368 Oxford Street East was one of the hundreds of properties that is believed to have CHVI. In the same review, it was determined that 100+ properties, including those you mentioned, did not require further work as the properties are not believed to have any potential CHVI. After the review, the Stewardship sub-committee brought forward a report to the LACH with the recommendation to add the properties that are believed to have CHVI to the Register. Municipal Council approved the additions to the Register.

To date no CHER has been prepared for the 1368 Oxford Street East and it is one of the hundreds of properties that are identified as having potential CHVI.

In terms of BRT impacts, the property at 1368 Oxford Street East will be impacted, but not the structure itself.

I hope this answers your questions. If not, please let me know. Also feel free to give me a call.

Thanks,

Krista



Krista Gowan
Heritage Planner
Planning Services
City of London

206 Dundas Street, London, ON N6A 1G7
P: 519.661.CITY (2489) x5843 | Fax: 519.661.5397
kgowan@london.ca | www.london.ca

From: Heather Garrett - Zelinka Priamo Ltd. [mailto:heather.g@zpplan.com]
Sent: Tuesday, October 9, 2018 3:54 PM
To: Gowan, Krista <kgowan@london.ca>; kasia.o@zpplan.com
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good afternoon Krista,

Thank you for your emails regarding the process as to why 1368 Oxford Street was added to the Municipal Register of Heritage Properties; however, since our client was taken by complete surprise by this, we are still trying to understand the methodology behind it.

We are trying to understand why 1368 Oxford Street requires a CHER and its neighbours do not and why it was added to the Municipal Register of Heritage Properties and its neighbours were not (except for 1376 Oxford Street East). 1368 Oxford Street does not appear to have any outstanding features that would make it different from the neighbouring properties that were determined not to require further work.

If a CHER was recommended for 1368 Oxford Street because of its age (older than 40 years), was this the criteria used for the other properties (1374, 1376, 1378, 1380, 1384, 1388, 1390 Oxford Street East)?

After some research, all the properties along this section of Oxford Street to the east of 1368 Oxford street were all built around the same time between 1950-1955 (except for 1376 Oxford Street which appears to be built earlier). If the age of the properties were used to determine potential cultural heritage value, why are they being treated differently. All properties required CHER's by the consultant except for 1378 Oxford Street. LACH decided five do not require further work and recommended two be added to the Municipal Register of Heritage Properties.

How did LACH determined that no further work was required for the five neighbouring properties (1374, 1380, 1384, 1388, 1390 Oxford Street East)? Were CHER's prepared for those properties? If not, what analysis was used by LACH to determine that no further work was required for those properties?

Lastly, since a CHER has not been completed for 1368 Oxford Street East, is this property one of the 67 properties that may or may not have cultural heritage value where structures could be impacted by construction of BRT?

Thank you in advance for your continued help with this.

Heather L Garrett, *Dipl. Urban Design, B.A., CPT*
Senior/Heritage Planner
ZELINKA PRIAMO LTD
A Professional Planning Practice
318 Wellington Road, London, Ontario N6C 4P4
TEL: (519) 474-7137 FAX: (519) 474-2284

From: Gowan, Krista <kgowan@london.ca>
Sent: Wednesday, October 03, 2018 10:59 AM
To: kasia.o@zpplan.com
Cc: heather.g@zpplan.com
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good morning Kasia,

To answer your previous email, no CHER for the property has been prepared and as of today the property at 1368 Oxford Street is a heritage listed property. To answer your second email, the property was identified and a CHER was recommended because of its age (older than 40 years). I do not have any additional information about the property at this time (past residents, architect, associative values, etc).

Please let me know if you have any further questions.

Thanks,

Krista



Krista Gowan
Heritage Planner
Planning Services
City of London

206 Dundas Street, London, ON N6A 1G7
P: 519.661.CITY (2489) x5843 | Fax: 519.661.5397
kgowan@london.ca | www.london.ca

From: Kasia Olszewska - Zelinka Priamo Ltd. [<mailto:kasia.o@zpplan.com>]
Sent: Wednesday, October 3, 2018 10:22 AM
To: Gowan, Krista <kgowan@london.ca>
Cc: heather.g@zpplan.com
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good morning Krista,

We are just wondering if there was any specific *heritage related factors* that triggered the above property to being added to the heritage inventory. (Other than it being located in the BRT corridor). I.e. Is there any information on former important persons that lived there, any other heritage features, be it physical or cultural, etc? Any such information would be helpful.

Thank you.

Kasia Olszewska, HBA, MPL
Planner
Zelinka Priamo Ltd.

From: Kasia Olszewska - Zelinka Priamo Ltd. [<mailto:kasia.o@zpplan.com>]
Sent: Wednesday, October 3, 2018 9:20 AM
To: 'Gowan, Krista'
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good morning Krista,

Thank you for the information. I would just like to clarify if any reports such as the CHER have been prepared for the property yet? If not, can you confirm that as of today the property has only been added to the Inventory of Heritage Resources, but no further study has been done thus far?

Thank you,

Kasia Olszewska, HBA, MPL
Planner
Zelinka Priamo Ltd.

From: Gowan, Krista [<mailto:kgowan@london.ca>]
Sent: Wednesday, October 3, 2018 8:12 AM
To: kasia.o@zpplan.com
Cc: heather.g@zpplan.com
Subject: RE: Potential Heritage designation - 1368 Oxford Street East

Good morning Kasia,

Thank you for your email. Yes, the property at 1368 Oxford Street East is Listed on the Register (Inventory of Heritage Resources) and was identified as part of the BRT review.

Part of the methodology, prepared by the consultants, was to determine properties within the project area that would be impacted. All identified properties were then screened to determine what properties may contain Cultural Heritage Value or Interest (CHVI), and made a recommendation for each property. Each property had a recommendation of a Cultural Heritage Evaluation Report (CHER), Heritage Impact Assessment (HIA) or no further work. 1368 Oxford Street East was identified and a CHER was recommended.

The London Advisory Committee on Heritage (LACH) received the draft Cultural Heritage Screening Report (CHSR) and recommended the properties requiring a CHER be added to the Register (if not already).

Please let me know if you have any questions,

Thanks,

Krista



Krista Gowan
Heritage Planner
Planning Services
City of London

206 Dundas Street, London, ON N6A 1G7
P: 519.661.CITY (2489) x5843 | Fax: 519.661.5397
kgowan@london.ca | www.london.ca

From: Kasia Olszewska - Zelinka Priamo Ltd. [<mailto:kasia.o@zpplan.com>]
Sent: Monday, October 1, 2018 4:17 PM
To: Gowan, Krista <kgowan@london.ca>
Cc: heather.g@zpplan.com
Subject: Potential Heritage designation - 1368 Oxford Street East

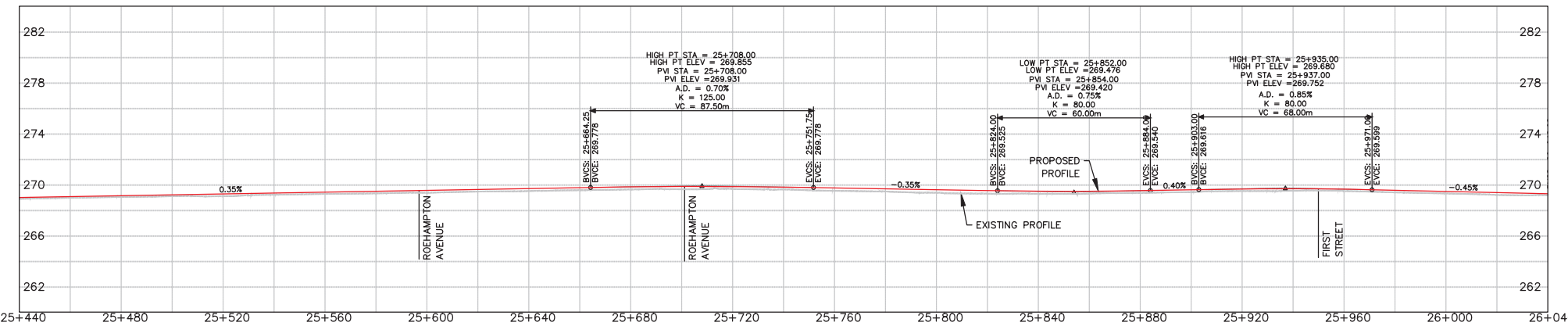
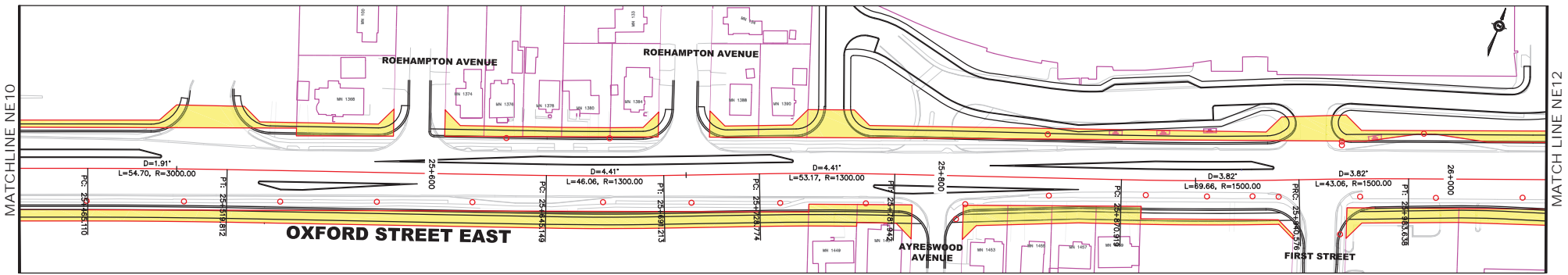
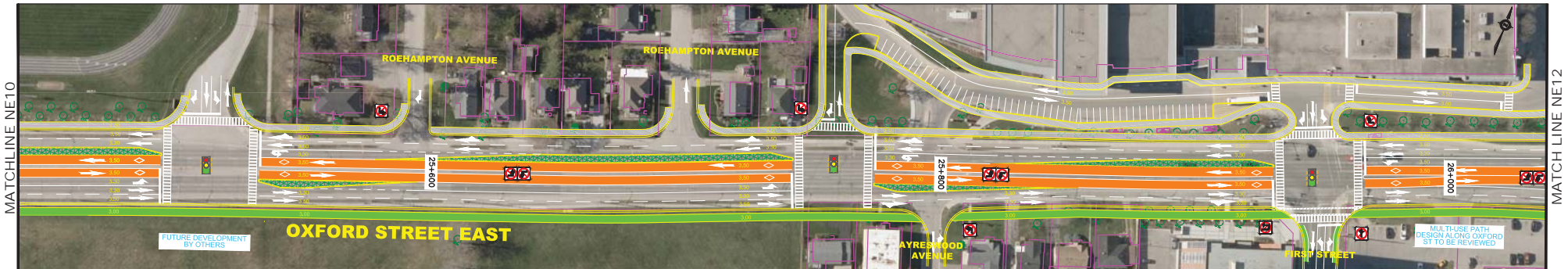
Good afternoon Krista,

We have been informed that the property at 1368 Oxford Street East has been added to the potential heritage designation list, as part of the BRT review. We would like to know if there is any specific reasoning behind this? As well, can you provide us with any heritage pertinent information you might have for this property?

Thank you,

Kasia Olszewska, HBA, MPL
Planner
Zelinka Priamo Ltd.

Appendix 7



LEGEND: PLATFORM/RAMP: Blue line with white diamond RAPIDWAY: Orange line with white diamond TRAFFIC LANES: Grey line with white diamond BIKE LANE/MULTI-USE PATH: Green line with white diamond PARKING LANE: Yellow line with white diamond CURB, SIDEWALK: Green line with white diamond CROSS WALK: Grey line with white diamond POTENTIAL ISLAND LANDSCAPING: Green hatched area POTENTIAL PROPERTY REQUIREMENT (EXCLUDING UTILITIES): Yellow hatched area TOE OF SLOPE REQUIREMENT: Brown hatched area EX RIGHT OF WAY: Dashed line POTENTIAL NOISE MITIGATION MEASURE: Blue hatched area RETAINING WALL GREATER THAN 1.2 m: Red hatched area SCHEMATIC LANE CONFIGURATION: Arrow RETAINING WALL LESS THAN 1.2 m: Dashed line EX TREES: Green circle with cross EX HYDRO POLE: Red circle		NOTE: POTENTIAL PROPERTY REQUIREMENTS ARE IDENTIFIED FOR THE PURPOSES OF THE LONDON BRT PROJECT ONLY AND DO NOT REPRESENT THE ULTIMATE PLANNED STREET WIDTH IDENTIFIED IN THE LONDON PLAN.		SCALE: 0 7.5 15m HORIZONTAL 0 1.0 2.0m VERTICAL	CONCEPTUAL DESIGN LONDON RAPID TRANSIT PRELIMINARY ENGINEERING DESIGN NORTH AND EAST CORRIDORS	PROJECT No. 37176 SHEET No. NE11 PLAN FILE No. 37176
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Curriculum Vitae

HEATHER GARRETT, *Dipl. Urban Design, B.A., CPT*

PROFESSIONAL ASSOCIATIONS

Member, Canadian Association of Certified Planning Technicians (CACPT)

EDUCATION

Bachelor of Arts, Urban Planning, University of Windsor, 2000;
Diploma Urban Design, Fanshawe College of Applied Arts and Technology, 1998.

PROFESSIONAL EXPERIENCE

September 2003 to Present: - Zelinka Priamo Ltd. London, Ontario – Senior/Heritage Planner
May 2000 to September 2003 - Prince and Associates Ltd., Kingsville, Ontario – Assistant Planner

SELECT PROJECT EXPERIENCE

Municipal Planning

Consulting Planner for the Township of Pelee

- reporting to the office of the Chief Administrative Officer (CAO) with duties including: responding to inquiries from the public; providing advice and opinion on a range of planning topics to the CAO's Office; providing pre-consultation opinion on planning applications; preparing planning reports with recommendations on applications predominantly for consents, for amendments to the Zoning By-law, for applications to the Committee of Adjustment and for site plans; preparing By-laws; attending Council meetings and make presentations as required.

Preparation of new Official Plan and new Zoning By-law for the Township of Pelee

- preparation of documentation in support of the Official Plan and the Zoning By-law; attend public consultation meetings and respond to questions from Council, staff and the public; negotiate with the Ministry of Municipal Affairs and Housing and other Ministries in preparing modifications to the Official Plan and concurrent amendments to the Zoning By-law.

Community Master Plans & Urban Design Guidelines

Town of Amherstburg Urban Design Guidelines

Land Use Planner for Commercial Development

Loblaw Properties Limited Seasonal Garden Centre program for Ontario – Obtain municipal approvals for approximately 300 sites across Ontario;
Cara Operations Limited – Due Diligence Reports for various properties across British Columbia, Alberta, and Ontario.

Development Planning

Provide consulting services and prepare planning applications for private sector clients for:

- Official Plan Amendments

- Zoning By-Law Amendments
- Minor Variance
- Site Plan Approval
- Land Use Planning Analyses

Appeals to the Ontario Municipal Board (OMB)

Expert Witness – Minor Variance Application, 297 Eramosa Road, City of Guelph

Expert Witness – Conditions of Minor Variance Application, 487 Queens Street South, Town of Caledon

Appeals to the Ontario Municipal Board – Heritage (OMB)

Researcher – Non-designated property on Registry – 265 St. David Street, Town of Stratford;

Researcher – Heritage Conservation District – City of Windsor.

Appeal(s) to Ontario Superior Court of Justice

Preparation of Affidavit to Ontario Superior Court of Justice – 769 Borden Avenue, City of Peterborough

Heritage Impact Statements (HIS)

Heritage Impact Statement – Redevelopment Part IV Property

- 13305 Coleraine Drive, Town of Caledon;
- 1040 Waterloo Street (St. Peter's Seminary), City of London;
- 1656 Hyde Park Road, City of London.

Heritage Impact Statement – Removal of a Heritage Attribute - Part IV Property

- 2722 County Road 42 (Saint Joachim Church) Town of Lakeshore.

Heritage Impact Statement – Redevelopment Part V Property

- 764/754 Waterloo Street, City of London;
- 195 Dundas Street, City of London.

Heritage Impact Statement – Adjacent to Part IV Property

- 809 Dundas Street, City of London.

Heritage Impact Statement – Adjacent to Heritage Conservation District;

- 515 Richmond Street, City of London.

Heritage Impact Statement – Non-designated property on Local Register and/or adjacent to non-designated properties on Local Register

- 651 Talbot Street, City of London;
- 83 Sandwich Street, Town of Amherstburg;
- 653 Talbot Street, City of London;
- 147 Wellington Street, City of London;
- 100 Kellogg Lane, City of London;
- 3270 Colonel Talbot Road, City of London;
- 1018 Gainsborough Road, City of London.

Heritage Impact Statement – Alteration to non-designated property on Local Register

- 493 Springbank Drive (Woodland Cemetery), City of London;
- 1635 & 1629 Bradley Avenue, City of London;
- 1076 Gainsborough Road, City of London;
- 462-472 Springbank Drive, City of London;
- 124 St. James Street, City of London.

Cultural Heritage Evaluation Report (CHERs)

- 875 St. David Street, Fergus.

Due Diligence Reports - Heritage

Due Diligence Report – Redevelopment Opportunities – Part IV Property:

- 1180 Western Road, City of London;
- 83 Rolph Street, Town of Tillsonburg;
- 497 Richmond Street West, City of Toronto;
- Boblo Island, Town of Amherstburg.

Due Diligence Report - Redevelopment Opportunities – Part V Property, 723 Lorne Avenue, City of London:

- 272 Queen Street West, City of Toronto.

Due Diligence Report - Redevelopment Opportunities – Non-designated property on Local Register:

- 20 Balaclava Street, City of St. Thomas;
- 43 Myrtle Street, City of St. Thomas;
- 4402 Colonel Talbot Road, City of London;
- 255 Delacourt Road, City of London.

Other Heritage Consulting Services

Supervised the review of heritage status of LCBO properties and adjacent properties – LCBO, Ontario.

Monitor the Transit Project Assessment Process (London Bus Rapid Transit) for impact on cultural heritage resources – Various Clients.

Advisor – Development of former London Psychiatric Hospital Lands, City of London.

Advisor – Redevelopment of Part V Property - 556 Wellington Street, City of London.

PROFESSIONAL DEVELOPMENT

Workshop, Walking Tour Stratford Heritage Conservation District, Ontario Professional Planners Institute (OPPI), October 2016;

Lecture, International Archeology Day, City of London, Archaeology Master Plan presentation, October, 2016;

Workshop, Walking Tour Downtown Detroit, Michigan, Ontario Professional Planners Institute (OPPI), November 2014;

Workshop, Heritage Conservation District, Old East Industrial Area, City of London, October, 2014;

Workshop, Heritage Conservation, Archaeology and Land Use Planning, Ministry of Tourism, Culture and Sport, November 2012;

Workshop, Provincial Policy Review, Ministry of Municipal Affairs and Housing, October 2012;

Certificate, Heritage Conservation District Workshop, The Heritage Resources Centre, University of Waterloo, March 2012;

Urban Design Charrette, Woodstock's Hospital Site, Ontario Professional Planners Institute, Woodstock, September 2009;

Conference, Preserving Our Past, Canadian Association of Certified Planning Technicians, October 2009;

Course Work, Statement of Significant Heritage Writing Workshop, Province of Ontario, 2007;

Course Work, Past Perfect: The Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2006;

Certificate, Heritage Planning, Urban and Regional Planning, University of Waterloo, January – April 2002.

COMMITTEES AND VOLUNTEER WORK

London Area Planning Consultants (LAPC) - Member - January 2011 to Present;

London Advisory Committee on Heritage (LACH) - Committee Member - October 2012 to May 2019.

- Vice Chair – December 2015 – December 2016,
- Education sub-committee – Past Chair,
- Planning and Policy sub-committee – Past Chair,
- Archaeology sub-committee – Past member.

Archaeology Master Plan Steering Committee, City of London - Committee Member - 2016 and 2017;

Municipality of Chatham-Kent Municipal Heritage Committee - Committee Member – 2005 to 2007;

Amherstburg Architectural Conservation Advisory Committee - Committee Member - 2000 to 2003;

Amherstburg Revitalization Committee (A.R.C.), Amherstburg Chamber of Commerce - Member - 2000 to 2003;

Mayor's Task Force, Redevelopment of Olde East London, Ontario - Member – 1999;

The Park House Museum, Amherstburg Ontario - Assistant to the Curator/Volunteer - 1994 to 2005.

PUBLIC PARTICIPATION MEETING COMMENTS

3.8 PUBLIC PARTICIPATION MEETING – 1455 Oxford Street East

- Councillor Cassidy: Thank you Ms. Dent. Any technical questions from the Committee? Seeing none I will go to the committee rooms to see if there is anyone here to speak to this matter. Anybody looking to provide comment or with questions on this application? Go ahead, state your name and you have five minutes.
- Good evening, my name is Casey Kulchycki. I'm a Planner with Zelinka Priamo Limited representing the applicant, Red Maple Properties. Just wanted to say that we have reviewed the staff report and are in agreement with the delisting of this property and we are looking forward to bringing the OPA/ZBA applications for this property and its neighbours forward at a future Planning Committee. Thank you.
- Councillor Cassidy: Thank you Mr. Kulchycki and my apologies for not inviting you to speak as the agent for the applicant. Are there any members of the public who would like to comment on this? One last chance for members of the public to come forward with questions or comments on 1455 Oxford Street East. Seeing none I'll look for a motion to close the public participation meeting.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: The Corporation of the City of London
The Old Victoria Hospital Lands Secondary Plan Area and 124
Colborne Street and the Block Bounded by Hill Street,
Colborne Street, South Street, and Waterloo Street (Known as
the Old Victoria Hospital Phase II Lands)

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the applications of The Corporation of the City of London relating to The Old Victoria Hospital Lands Secondary Plan Area and the properties located at 124 Colborne Street and the Block Bounded by Hill Street, Colborne Street, South Street, and Waterloo Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend the Official Plan for the City of London, 1989 by changing Section 20.6 – Old Victoria Hospital Lands Secondary Plan by **DELETING** Section 20.6.3.3 – Bonusing Policies and **DELETE** and **REPLACE** Sections 20.6.4.1 iv) a), b), c), and d); 20.6.4.2 v) a), b), and c); 20.6.4.3.1 iii) a), b), and c); 20.6.4.3.2 iii) a), b), and c); and 20.6.4.3.3 iii) a), b), and c);
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend The London Plan by changing policy 1565_3 – List of Secondary Plans – Old Victoria Hospital Secondary Plan, by **DELETING** Section 20.6.3.3 – Bonusing Policies and **DELETE** and **REPLACE** Sections 20.6.4.1 iv) a), b), c), and d); 20.6.4.2 v) a), b), and c); 20.6.4.3.1 iii) a), b), and c); 20.6.4.3.2 iii) a), b), and c); and 20.6.4.3.3 iii) a), b), and c);
- (c) The Urban Design Guidelines for the Old Victoria Hospital Lands Phase II attached hereto as Appendix "C" **BE ADOPTED** at the Municipal Council meeting on September 29, 2020 by resolution of City Council;
- (d) The proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend section 19.2.2 of the Official Plan for the City of London, 1989 by **ADDING** the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to the list of Council approved guideline documents;
- (e) The proposed by-law attached hereto as Appendix "E" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Section 20.6 (Old Victoria Hospital Lands Secondary Plan) of the Official Plan for the City of London, 1989 by **ADDING** a policy to Section 20.6.5.8 "Guideline Documents";
- (f) The proposed by-law attached hereto as Appendix "F" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Section 1716_ of The London Plan by **ADDING** the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to the list of Council approved guideline documents;
- (g) The proposed by-law attached hereto as Appendix "G" **BE INTRODUCED** at the

Municipal Council meeting on September 29, 2020 to amend Section 1565_3 of The London Plan (Old Victoria Hospital Secondary Plan), by **ADDING** a policy to Section 20.6.5.8 "Guideline Documents";

- (h) The proposed by-law attached hereto as Appendix "H" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the 1989 Official Plan, The London Plan, and the Old Victoria Hospital Lands Secondary Plan as amended in parts (a) and (b) above, to change the zoning of the subject property **FROM** a Residential R3/Residential R7/Residential R9 (R3-1/R7•D150•H24/R9-7•H24) Zone and Holding Residential R7/Residential R9/Regional Facility (h-5•R-7•D150•H12/R9-3•H12/RF) Zone **TO** a Holding Residential R8 Special Provision (h•h-5•R8-4(*)) Zone, Holding Residential R8 Special Provision (h•h-5•R8-4(**)) Zone, Holding Residential R8 Special Provision (h•h-5•R8-4(***)) Zone, a Holding Residential R4 Special Provision/Residential R8 Special Provision (h•h-5•R4-6(_)/R8-4(****)) Zone, and an Open Space Special Provision (OS1(*)) Zone;
- (i) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed Official Plan amendment as:
- i) The changes represent technical amendments to the 1989 Official Plan and The London Plan to facilitate amendments to the Old Victoria Hospital Lands Secondary Plan; and,
 - ii) The recommended Official Plan amendments has the same effect as the proposed Official Plan amendment circulated in the Notice of Application and the Public Meeting Notice.

Executive Summary

Summary of Request

The Corporation of the City of London has requested an area-wide amendment to the Old Victoria Hospital Lands Secondary Plan to delete Section 20.6.3.3 – Bonus Policies; amend Sections 20.6.4.1, 20.6.4.2, 20.6.4.3.1, 20.6.4.3.2, and 20.6.4.3.3 to remove references to bonus zoning and permit the stated maximum building height and density without bonus zoning; and adopt Urban Design Guidelines pursuant to Section 20.6.5.8 for the Old Victoria Hospital Phase II Lands. A site-specific Zoning By-law Amendment for the Old Victoria Hospital Phase II Lands has also been requested in order to modernize the zoning to implement the vision and policies of the Old Victoria Hospital Lands Secondary Plan.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to ensure the maximum heights and densities contemplated by the Old Victoria Hospital Lands Secondary Plan can be implemented after recent changes to the *Planning Act*, introduced through Bill 108, come into effect. Further, the purpose and effect of the recommended action is to rezone the Old Victoria Hospital Phase II Lands, consistent with the adopted vision of the Secondary Plan.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
3. The recommended amendment conforms to the in-force policies of the Old Victoria Hospital Lands Secondary Plan, including but not limited to The Four Corners,

Transit-Oriented Mainstreet, Low-Rise Residential, Mid-Rise Residential, and High-Rise Residential Policy Areas; and,

4. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, High Density Residential designation.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located in the Central London Planning District within the SoHo Neighbourhood. The requested amendments consist of two separate applications, which are cross-referenced but apply to different areas of land. The first is an area-wide Official Plan Amendment to the Old Victoria Hospital Lands Secondary Plan in its entirety while the second is a site-specific Zoning By-law Amendment for the Old Victoria Hospital Phase II Lands (OVH Phase II Lands).

The OVH Phase II Lands consist of 124 Colborne Street and the block bounded by Hill Street to the north, Colborne Street to the east, South Street to the south, and Waterloo Street to the west. These lands were formerly developed with several buildings occupied by Victoria Hospital and surface parking. To date, all but two buildings on the subject site have been demolished. The War Memorial Children's Hospital building and the Health Services building are the only two buildings remaining and are listed on the City's Heritage Register. Additional information on the OVH Phase II Lands are contained in Sections 1.2, 1.3, and 1.4 below.

1.2 Current Planning Information (see more detail in Appendix D)

- Old Victoria Hospital Lands Secondary Plan – Low-rise Residential, Mid-rise Residential, and The Four Corners Character Areas
- Official Plan Designation – Multi-Family, High Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R3/Residential R7/Residential R9 (R3-1/R7*D150*H24/R9-7*H24) Zone and Holding Residential R7/Residential R9/Regional Facility (h-5*R-7*D150*H12/R9-3*H12/RF) Zone

1.3 Site Characteristics

- Current Land Use – Surface Parking and Vacant Lands
- Frontage – 124 Colborne Street: 21 metres (68.89 feet); the block: 100 metres (328 feet)
- Depth – 124 Colborne Street: 100 metres (328 feet); the block: 203 metres (666 feet)
- Area – 124 Colborne Street: 0.32 hectares (0.8 acres); the block: 2.03 hectares (5.04 acres)
- Shape – 124 Colborne Street: Irregular; the block: regular

1.4 Surrounding Land Uses

- North – Low Density Residential and a City-owned Surface Parking Lot
- East – Place of Worship and High Density Residential
- South – Old Victoria Hospital Phase I Lands and Low Density Residential
- West – Office



Figure 1: War Memorial Children's Hospital (northeast view from South Street)



Figure 2: Health Sciences Building (northwest view from South Street)

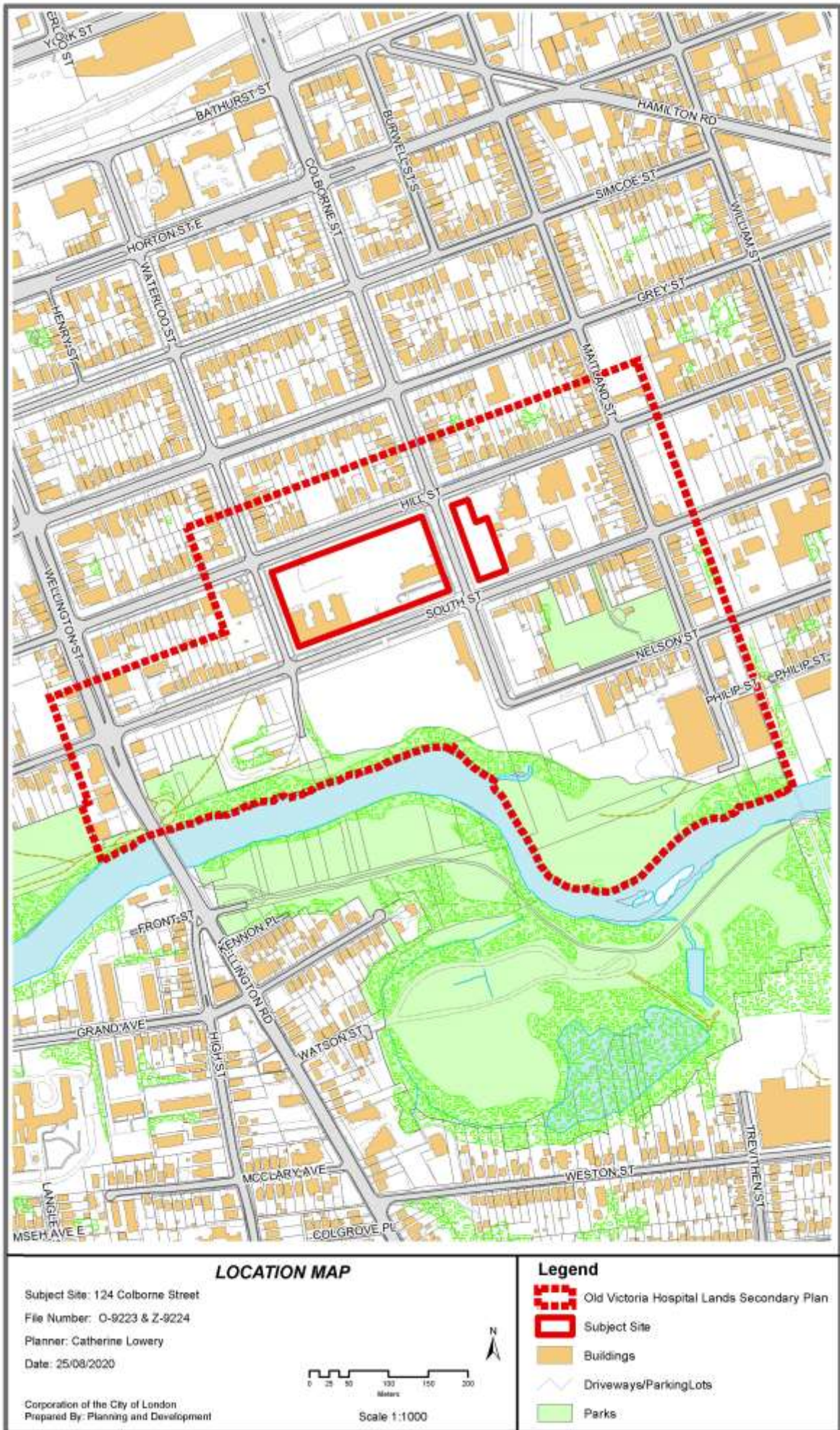


Figure 3: 124 Colborne Street (northerly view from South Street)



Figure 4: Southeast view from intersection of Hill Street and Waterloo Street

1.5 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The policies established in the Old Victoria Hospital Lands Secondary Plan rely on bonus zoning to implement key features of the overall vision. Recent changes to the *Planning Act* through *Bill 108: More Homes, More Choice Act, 2019* will ultimately phase out bonus zoning and may take effect as early as the end of 2020. The objective of this Official Plan Amendment is to maintain the intent of the adopted policies, but modify the policy framework to ensure the maximum heights and densities contemplated by the Secondary Plan can be implemented as a result of these recent changes taking effect. The requested Official Plan Amendment also seeks to adopt site-specific urban design guidelines for the OVH Phase II Lands.

Concurrent with the Official Plan Amendment to the whole of the Old Victoria Hospital Lands Secondary Plan is a site-specific Zoning By-law Amendment for the OVH Phase II Lands. The lands are currently City-owned and have been declared surplus. It is anticipated that a specific development proposal will be submitted upon future sale of the lands; there is no development proposed at this time. Rather, the intent of the proposed Zoning By-law Amendment is to rezone the lands consistent with the adopted vision of the Secondary Plan.

3.0 Relevant Background

3.1 Planning History

In 2013, the last patients in the South Street (Old Victoria Hospital) complex were relocated to a new hospital site. The buildings were owned by London Health Sciences Centre (LHSC), but the majority of the lands on which they were situated were owned by the City. An agreement was made between the City and LHSC in which the hospital would contribute to the costs associated with demolition and the remediation of the site.

As the decommissioning process concluded, the lands were transferred in stages back to the City. The first phase included the lands south of South Street. The sale of these lands, including the Colborne Building, to the Medallion Corporation, was recently finalized in July 2020. The second phase included the lands located at 124 Colborne Street, as well as those bounded by Waterloo Street, South Street, Colborne Street and Hill Street. The LHSC-owned lands and both buildings were transferred to the City in late 2019.

The Old Victoria Hospital Lands Secondary Plan was adopted in June 2014. Since there was no concurrent Zoning By-law amendment adopted at that time, the zoning currently applied to the subject lands is not consistent with the adopted Old Victoria Hospital Lands Secondary Plan. Draft zoning was prepared in 2014 (Z-8344) but was not finalized and implemented for these lands.

3.2 Requested Amendment

The requested amendments are twofold: 1) an area-wide Official Plan Amendment to the Old Victoria Hospital Lands Secondary Plan, and 2) a site-specific Zoning By-law Amendment for the OVH Phase II Lands.

The Official Plan Amendment proposes to: delete references to bonus zoning and to maintain the stated maximum building heights and densities without the use of bonus zoning; delete Section 20.6.3.3 – Bonusing Policies; amend Sections 20.6.4.1, 20.6.4.2, 20.6.4.3.1, 20.6.4.3.2, and 20.6.4.3.3 to remove references to bonus zoning and permit the stated maximum building height and density without bonus zoning; and adopt Urban Design Guidelines pursuant to Section 20.6.5.8 for the Old Victoria Hospital Phase II Lands.

The Zoning By-law Amendment proposes to: implement the policy framework of the Old Victoria Hospital Lands Secondary Plan; permit additional uses; and apply specific regulations to each area subject to the Zoning By-law Amendment.

3.3 Community Engagement (see more detail in Appendix I)

Five written responses and two phone calls were received from neighbouring property owners, which will be addressed later in this report. The responses were largely seeking clarification on the proposed amendments and expressing support for redevelopment of the OVH Phase II Lands and in the broader SoHo area.

3.4 Policy Context (see more detail in Appendix J)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The Old Victoria Hospital Lands Secondary Plan

The Old Victoria Hospital Lands Secondary Plan was adopted in June 2014. The purpose of the Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former Old Victoria Hospital property, and adjacent lands, into a vibrant residential community which incorporates elements of sustainability, cultural and natural heritage, mixed use development, walkability and high quality urban design. The Secondary Plan provides a greater level of detail than the general policies of the Official Plan and is to be used for the review of planning applications. In instances where the overall Official Plan and Secondary Plan are inconsistent, the Secondary Plan shall prevail (20.6.1.2).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The broader Old Victoria Hospital Lands Secondary Plan area consists of Rapid Transit Corridor Place Type along Wellington Street, Neighbourhoods Place Type in the interior of the Secondary Plan area, and Green Space Place Type along the Thames River, in accordance with *Map 1. The OVH Phase II Lands are in the Neighbourhoods Place Type, with frontage on Neighbourhood Streets (Hill Street and Waterloo Street) and Neighbourhood Connectors (South Street and Colborne Street). The lands are also located within the High Density Residential Overlay in accordance with *Map 2.

1989 Official Plan

The broader Old Victoria Hospital Lands Secondary Plan area consists of multiple land

use designations in the 1989 Official Plan, including: Main Street Commercial Corridor along Wellington Street, Low Density Residential and Multi-Family, High Density Residential in the interior of the Secondary Plan area, and Open Space along the Thames River. The Multi-Family, High Density Residential designation applies to the OVH Phase I and Phase II Lands, as well as the lands in the immediate vicinity, while the Low Density Residential designation applies to the broader vicinity on properties predominantly developed with existing low density residential uses.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Area-Wide Official Plan Amendment to the Old Victoria Hospital Lands Secondary Plan

Provincial Policy Statement, 2020 (PPS)

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

The recommended amendment to the Old Victoria Hospital Lands Secondary Plan would facilitate future redevelopment of the lands within the Secondary Plan area at a greater density than what would currently be permitted without bonusing. The recommended amendment would ensure the vision of the Secondary Plan and full range of intensity can be achieved in the absence of bonus zoning, and apply site-specific Urban Design Guidelines for the OVH Phase II Lands consistent with policy 1.7.1e) of the PPS.

Old Victoria Hospital Lands Secondary Plan

In response to recent changes to the *Planning Act* through Bill 108, the recommended Official Plan amendment would remove bonus zoning policies from the *Old Victoria Hospital Secondary Plan* and modify the Character Area Land Use Designation policies accordingly to remove any references to bonus zoning. The recommended amendment would amend the standard maximum heights and densities in the Secondary Plan to match those contemplated through bonus zoning, in order to ensure that the maximum heights and densities can be achieved once the changes created by Bill 108 take effect.

The Built Form and Intensity policies of The Four Corners Policy Area currently permit a minimum density of 50 units per hectare and a maximum density of 75 units per hectare. Densities beyond 75 units per hectare may be permitted with bonus zoning. Building heights are to be a minimum of three storeys and a maximum of eight storeys, but may be permitted up to 11 storeys with bonus zoning (20.6.4.1 iv) a), b), and c)). The recommended Official Plan Amendment would require a minimum density of 50 units per hectare, but would not cap the maximum permitted density. The maximum building height would be capped at 11 storeys.

Additionally, the Built Form and Intensity policies of The Four Corners Policy Area

currently permit small-scale office development through the adaptive re-use of a heritage building up to 2,000 square metres. Office uses in excess of 2,000 square metres may be permitted through site specific bonus zoning. All other office development shall be limited to 2,000 square metres or less within each new mixed-use building or a total of 5,000 square metres in the entire designation (20.6.4.1 iv d)). The recommended Official Plan Amendment would contemplate adaptive re-use of heritage buildings for office uses in excess of 2,000 square metres through a site-specific Zoning By-law Amendment. No changes are recommended to policies related to the scale of new office development.

The Built Form and Intensity policies of the Transit-Oriented Mainstreet Corridor Policy Area currently permit a maximum density of 50 units per hectare and a maximum building height of four storeys (20.6.4.2 v a), b), and c)). Densities and heights exceeding 50 units per hectare and four storeys, respectively, may be permitted through a site specific bonus zone (20.6.4.2 v c)). The recommended Official Plan Amendment would not provide a density cap but would retain the maximum building height of four storeys. The recommended amendment would contemplate increases in building height beyond four storeys, subject to a site-specific Zoning By-law Amendment demonstrating that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.

The Built Form and Intensity policies of the Low-Rise Residential Policy Area currently permit a minimum density of 15 units per hectare and a maximum density of 30 units per hectare. Densities beyond 30 units per hectare, up to a maximum of 75 units per hectare, may be permitted with bonus zoning. Building heights shall not exceed three storeys, but may be permitted up to five storeys with bonus zoning (20.6.4.3 iii a) and b)). The recommended Official Plan Amendment would permit a minimum density of 15 units per hectare, a maximum density of 75 units per hectare, and a maximum building height of five storeys.

The Built Form and Intensity policies of the Mid-Rise Residential Policy Area currently permit minimum and maximum densities of 30 and 75 units per hectare, respectively. Building heights shall be a minimum of three storeys up to a maximum of five storeys. Densities in excess of 75 units per hectare and building heights up to eight storeys may be permitted with bonus zoning (20.6.4.3.2 iii a), b), and c)). The recommended Official Plan Amendment would require a minimum density of 30 units per hectare but would not cap the maximum permitted density. The maximum building height would be capped at eight storeys.

Lastly, the Built Form and Intensity policies of the High-Rise Residential Policy Area currently permit a minimum density of 75 units per hectare and a maximum density of 250 units per hectare. Building heights in the High-Rise Residential Policy Area shall in no cases be less than seven storeys and shall not exceed 12 storeys, although heights exceeding 12-storeys may be permitted with bonus zoning (20.6.4.3.3 iii a), b), and c)). The recommended Official Plan Amendment would contemplate densities and building heights beyond 250 units per hectare and 12 storeys, respectively, subject to a site-specific Zoning By-law Amendment demonstrating that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.

The recommended amendment maintains the intent of the adopted policies by not exceeding the heights and densities contemplated through the Secondary Plan, however addresses the legislative changes by facilitating its full implementation through means other than bonusing. As such, staff is satisfied the recommended amendment is in conformity with policies of the Old Victoria Hospital Lands Secondary Plan, and will achieve long-term implementation of its goals and vision.

Pursuant to section 20.6.5.8 of the Old Victoria Hospital Lands Secondary Plan, guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan Area. The recommended amendment seeks to adopt site-specific Urban Design Guidelines for the Old Victoria Hospital Phase II Lands. As there is no development concept proposed for these lands at this time, it is important to establish specific urban design standards to inform the design of future redevelopment of this site. These guidelines will ultimately assist in ensuring future redevelopment achieves a number of urban design goals and objectives, such as successful integration with the existing heritage buildings and a pedestrian-friendly and focused design that minimizes the impact of vehicles and encourages use of future rapid transit services.

The London Plan

The London Plan recognizes the need and role of a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Old Victoria Hospital Lands Secondary Plan forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556_ and *1558_). The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan. The Old Victoria Hospital Lands Secondary Plan is an adopted Secondary Plan, in accordance with Policy 1565_ and *Map 7 of The London Plan.

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

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

- Implementing a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing, and revitalizing downtown, main streets, and urban neighbourhoods;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward;
- Ensuring a mix of housing types within neighbourhoods so that they are complete and support aging in place; and,
- Mixing stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity. (Key Direction #5, Directions 1, 2, 4, 5, and 6).

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

- Planning for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services;
- Designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services;
- Creating social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods;
- Integrating well-designed public spaces and recreational facilities into all of our

- neighbourhoods; and,
- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Directions 1, 2, 4, 9, and 10).

The recommended amendment would facilitate the revitalization of SoHo, an urban neighbourhood on the fringe of downtown, and ensure the maximum heights and densities contemplated by the Secondary Plan can be achieved in the long term. The recommended amendment will also assist in provision of housing forms in this neighbourhood that do not currently exist or are in short supply, such as apartment and townhouse forms. These forms are particularly appropriate to support aging in place.

1989 Official Plan

Secondary Plan policies and schedules, adopted pursuant to Section 19.2.1 of the 1989 Official Plan, provide guidance and direction for the review and consideration of planning applications for specific geographic areas of the City (20.1). A Secondary Plan may be developed to provide Official Plan policies to be used in the review of development proposals and as the basis for zoning by-law amendments for a specific area. Secondary Plans may also be developed to provide Official Plan policies to implement a vision or design concept for a specific area, and provide a greater level of detail than the general policies of the Official Plan. The Old Victoria Hospital Lands Secondary Plan is an adopted Secondary Plan, as identified in policy 20.2iii) of the 1989 Official Plan.

4.2 Issue and Consideration # 2: Site-Specific Zoning By-law Amendment for the OVH Phase II Lands

Through an analysis of the use, intensity and form, Staff have considered the compatibility and appropriateness of the requested Zoning By-law Amendment with the subject lands and within the surrounding neighbourhood.

4.2.1 Use, Intensity, and Form

Provincial Policy Statement, 2020 (PPS)

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The recommended amendment facilitates future redevelopment of an underutilized site within a settlement area. As the site is currently vacant, any future development represents a form of intensification through infill development. The site is located in an area serviced by existing transit and is located near a planned Rapid Transit Corridor. The recommended amendment supports the Province's goal to achieve a more compact, higher density form of development while utilizing existing infrastructure and building stock, consistent with the PPS.

Old Victoria Hospital Lands Secondary Plan

The subject site is split-designated The Four Corners, Low-Rise Residential, and Mid-Rise Residential in the Old Victoria Hospital Lands Secondary Plan. Five different zones are proposed for five separate areas of the site, as shown in Figure 5 below. The range of proposed uses, heights, and densities are unique for each area based on the relevant policies of the Character Area Land Use designation in which they are located.

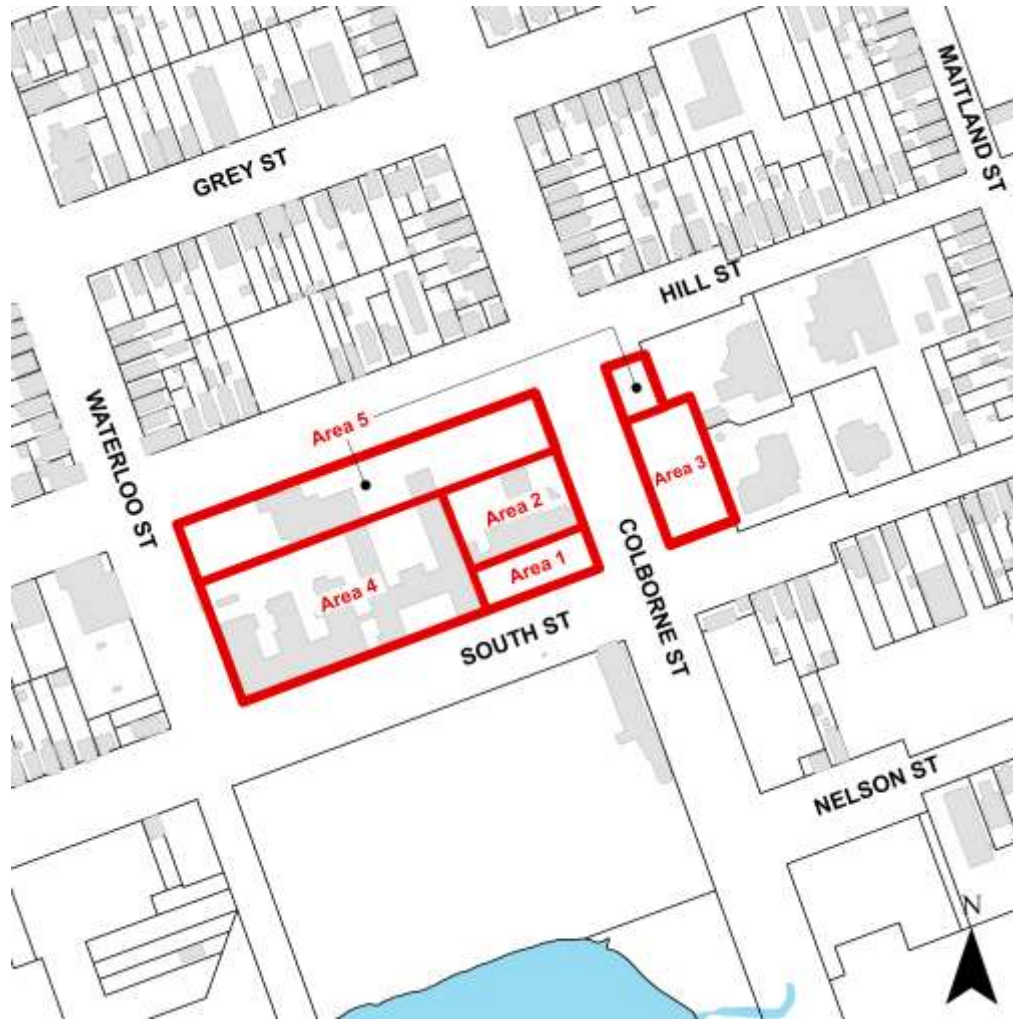


Figure 5: Specific Areas for Recommended Zoning

Area 1

Area 1, located at the corner of South Street and Colborne Street, is designated The Four Corners and is proposed to be rezoned to an Open Space Special Provision (OS1(*)) Zone. This portion of the site is proposed to be developed with an urban plaza, known as the SoHo Civic Square. The urban plaza is contemplated as a public realm feature, planned in this location at the northwest corner of the Colborne street and South Street intersection adjacent to the War Memorial Children's Hospital Building (20.6.4.1v)). A special provision is recommended to permit a reduced lot area of 1,350 square metres for the OS1 Zone, whereas a minimum lot area of 4,000 square metres is required.

Area 2

Area 2 contains the War Memorial Children's Hospital building and is in The Four Corners Policy Area. This portion of the site is proposed to be rezoned to a Holding Residential R8 Special Provision (h•h-5•R8-4(*)) Zone. In addition to the permitted uses of the R8-4 Zone, the following uses are proposed: offices; medical/dental offices; clinics; day care centres; studios; convenience stores; pharmacies; financial institutions; personal service establishments; restaurant, eat-in; business service establishments; hotel within existing buildings; craft brewery; artisanal workshop.

The permitted uses of The Four Corners are those of the Mid-Rise Residential Policy Area, which include street townhouses, stacked townhouses, converted dwellings and

apartment buildings (20.6.4.3.2ii)). In addition to the primary permitted uses of the Mid-Rise Residential designation, a range of secondary permitted uses are also contemplated in The Four Corners. These uses include, but are not limited to: small scale-office uses including medical/dental offices; small-scale retail stores; small-scale restaurants; personal service establishments; private and commercial schools; convenience stores; day care centres; small-scale specialty food stores; studios and galleries; fitness and wellness establishments; and financial institutions (20.6.4.1iii)). This range of uses achieves the policy intent of a mixed-use residential district and provides flexibility for the adaptive reuse of the War Memorial Children's Hospital.

To implement the vision of The Four Corners Policy Area, special provisions would require a minimum density of 50 units per hectare and a minimum building height of 34.5 metres and/or 11 storeys. No maximum density would be applied, but rather built form and intensity would be controlled by building height. Special provisions would restrict non-residential uses to the first and second floor, with the exception of the existing heritage buildings for which the policies have no limit on the amount or location of non-residential floor area permitted within them. The intent of this regulation is to provide flexibility to encourage adaptive reuse of the War Memorial Children's Hospital building.

Consistent with policy 20.6.4.1 iv) f), which requires a new buildings to be located within 3 metres of the property line adjoining the public road, minimum and maximum front and exterior side yard depths of 1 metre and 3 metres, respectively, are recommended. This would ensure new buildings are oriented towards the street and activate the street edge, but do not encroach into the public right of way. A minimum rear yard depth of 3 metres and interior side yard depth of 2 metres is also recommended to ensure development is coordinated and cohesive, as well as 0 metre setbacks between R8-4 Zone boundaries. Reduced parking rates of 0.5 spaces per residential unit and 0 spaces for all uses in existing buildings is recommended to support transit-oriented, pedestrian-friendly development. Lastly, to implement the recommended Urban Design Guidelines, additional special provisions requiring minimum and maximum podium heights of three and four storeys, respectively, are recommended. A minimum three metre step back from the podium to the tower portion of the building is also recommended beyond the fourth storey.

Area 3

Area 3 consists of a portion of 124 Colborne Street at the intersection of Colborne Street and South Street in The Four Corners Policy Area. This portion of the site is proposed to be rezoned to a Holding Residential R8 Special Provision (h•h-5•R8-4(**)) Zone. It should be noted that the recommended special provisions for Area 3 are nearly identical to Area 2. However, as Area 3 does not contain any existing buildings, all recommended regulations would pertain to new development and would not provide flexibility to support adaptive reuse of existing buildings.

Area 4

Area 4 is located at the corner of South Street and Waterloo Street and contains the Health Sciences building. This portion of the site is in the Mid-Rise Residential Policy Area, which permits street townhouses, stacked townhouses, converted dwellings and apartment buildings. Community facilities are also permitted (20.6.4.3.2ii)).

This portion of the site is proposed to be rezoned to a Holding Residential R8 Special Provision (h•h-5•R8-4(***)) Zone. In addition to the permitted uses of the R8-4 Zone, the following uses are proposed: hotel within existing buildings; day care centres; libraries; post office depots; and private schools. The range of proposed uses achieves the policy intent of increased residential density with opportunities for community facility uses to support the residential population. It also provides flexibility for the adaptive reuse of the Health Services Building.

To implement the vision of Mid-Rise Residential Policy Area, special provisions would require a minimum density of 30 units per hectare and a minimum building height of

25.5 metres and/or 8 storeys. No maximum density would be applied, but rather built form and intensity would be controlled by building height. There would be no limit on the amount or location of non-residential floor area permitted, aside from hotels which would be restricted to the existing building.

Minimum and maximum front and exterior side yard depths of 1 metre and 3 metres, respectively, are recommended for new buildings. This would ensure new buildings are oriented towards the street and activate the street edge, but do not encroach into the public right of way. A minimum rear yard depth of 3 metres and interior side yard depth of 2 metres is also recommended to ensure development is coordinated and cohesive, as well as 0 metre setbacks between zone boundaries. Reduced parking rates of 0.5 spaces per residential unit and 0 spaces for all uses in existing buildings is recommended to support transit-oriented, pedestrian-friendly development. Lastly, to implement the recommended Urban Design Guidelines, additional special provisions requiring minimum and maximum podium heights of three and four storeys, respectively, are recommended. A minimum three metre step back from the podium to the tower portion of the building is also recommended beyond the fourth storey.

Area 5

Area 5 consists of the portion of the site fronting on Hill Street and is in the Low-Rise Residential Policy Area, which permits single detached, semi-detached, duplex, and converted dwellings with the exception of cluster housing. Street townhousing, stacked townhousing, triplexes and fourplexes are encouraged where appropriate (20.6.4.3.1ii).

This portion of the site is proposed to be rezoned to a compound Holding Residential R4 Special Provision/Residential R8 Special Provision (h•h-5•R4-6(*)/R8-4(***)) Zone. The proposed R4-6 Zone would permit street townhouse dwellings, while the uses of the proposed R8-4 Zone would be restricted to stacked townhouses.

To implement the vision of Low-Rise Residential Policy Area, special provisions to the proposed R8-4 Zone would permit a minimum density of 15 units per hectare, a maximum density of 75 units per hectare, a minimum building height of 9 metres, and a maximum building height of 19.5 metres and/or five storeys. In addition, minimum and maximum front and exterior side yard depths of 1 metre and 3 metres, respectively, are recommended to ensure new buildings are oriented towards the street and activate the street edge, but do not encroach into the public right of way. A minimum rear yard depth of 3 metres and interior side yard depth of 2 metres is also recommended to ensure development is coordinated and cohesive. A reduced parking rates of one space per residential unit is recommended to support transit-oriented, pedestrian-friendly development.

Special provisions recommended to be added to the proposed R4-6 Zone would permit minimum and maximum front and exterior side yard depths of 2 and 3 metres, respectively, permit a maximum height of 19.5 metres or five storeys, and regulate the maximum residential garage width at 50% of the building façade.

The London Plan

The subject lands are located in the Neighbourhoods Place Type of The London Plan, with frontages on Neighbourhood Streets (Hill and Waterloo Streets) and Neighbourhood Connectors (Colborne and South Streets), in accordance with *Maps 1 and 3. There are several intersections of different street classifications that apply to the site, including intersections of two Neighbourhood Streets, two Neighbourhood Connectors, and a Neighbourhood Street and a Neighbourhood Connector. The range of uses permitted within the Neighbourhoods Place Type is directly related to the classification of street onto which a property has frontage or intersects (*Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

On a Neighbourhood Street, single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, and group homes are permitted (*Table 10). On a Neighbourhood Connector, triplexes and small-scale

community facilities are also permitted, as well as fourplexes, stacked townhouses, and low-rise apartments in Central London. Mixed-use buildings are permitted as secondary permitted uses at the intersection of two Neighbourhood Connectors. Where development is being considered at the intersection of two streets of different classifications, the higher-order street onto which the property has frontage will be used to establish the permitted uses on *Table 10. The development is to be oriented toward the higher-order street (*920_4 a. and b.).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 1-storey and a maximum height of 2.5-storeys is contemplated within the Neighbourhoods Place Type where a property has frontage on a Neighbourhood Street or Neighbourhood Connector (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). On a Neighbourhood Connector in Central London, opportunities for heights up to 4-storeys with bonus zoning may be contemplated. Where two Neighbourhood Connectors intersect in Central London, a minimum height of 2-storeys and a maximum height 3-storeys, with opportunities for up to 6-storeys with bonus zoning, is contemplated. The intensity of development must be appropriate for the size of the lot (*953_3).

Floor area limits for retail, services and offices uses are shown on *Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type. In accordance with *Table 10, mixed-use buildings are permitted on sites at the intersection of two Neighbourhood Connectors. However, the maximum intensity would be limited to 200 square metres (*Table 12).

The subject lands are located within the High Density residential Overlay (from 1989 Official Plan) in accordance with *Map 2 of The London Plan. Inside the Primary Transit Area, residential development may be permitted up to 12 storeys in height within the High Density Residential Overlay (*958_1). On large sites or areas capable of accommodating multiple buildings, a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings will be required (*958_3).

By permitting intensities beyond what would normally be permitted by the Neighbourhoods Place Type and by requiring a mix of housing types and forms on larger sites, the policies of the High Density Residential Overlay are generally consistent with the Secondary Plan's vision for a compact and comprehensive, mixed-use redevelopment of the site. Although the policies of the Secondary Plan are being considered for the purpose of the review of this application, staff is satisfied that the recommended amendment is generally in conformity with spirit of The London Plan to have a mix of uses, densities, and increased height at locations that meet the criteria exhibited by the subject site.

1989 Official Plan

The subject lands are designated Multi-Family, High Density Residential in the 1989 Official Plan. The primary permitted uses include low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses (3.4.1). Uses that are considered integral to, and compatible with, high density residential development, including group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions, may also be permitted (3.4.1.iv)). Net residential densities of 250 units per hectare are contemplated for sites located within Central London (3.4.3). There is no limit on densities permitted through bonus zoning.

Staff is satisfied that the range of residential uses permitted by the proposed R4-6 and R8-4 Zones are in conformity with the 1989 Official Plan. As well, staff is satisfied that the limited range of non-residential uses proposed, as well as the proposed increases in height and density, are integral to and compatible with the long term, high density mixed-use vision for the site and area as a whole.

4.2.2 Holding Provisions

As there is no specific development proposed at this time, both staff and members of the public were unable to comment on the specific use, intensity, and form proposed for the site. Rather, the proposed rezoning seeks to modernize the zoning to implement the policies of the Secondary Plan on a site-specific basis. Staff are of the opinion that further public consultation is required upon future sale of the lands and submission of a more formal development proposal. As such, staff recommend an “h-5” holding provision be applied to require a public site plan process, prior to removal. Staff also recommend an “h” holding provision be applied to ensure orderly development of the lands through the execution of a Development Agreement at a future Site Plan Approval stage.

More information and detail is available in the appendices of this report.

5.0 Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to the in-force policies of the Old Victoria Hospital Lands Secondary Plan. Further, the recommended amendments are in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions, and the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, High Density Residential designation.

The recommended Official Plan Amendment will facilitate implementation of the Old Victoria Hospital Lands Secondary Plan by permitting the contemplated maximum heights and densities in the long term following the legislative changes to the *Planning Act* coming into force. The recommended site-specific Zoning By-law Amendment will facilitate the future development of a vacant, underutilized site with a land use and intensity that is appropriate for the site and implements the overall goals and vision of the Secondary Plan.

Prepared by:	Catherine Maton, MCIP, RPP Planner II, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 14, 2020

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to the
Old Victoria Hospital Lands Secondary
Plan.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend Section 20.6 – Old Victoria Hospital Lands Secondary Plan, to amend the following policies of the Old Victoria Hospital Lands Secondary Plan:

1. To delete Section 20.6.3.3 Bonusing Policies of the Old Victoria Hospital Lands Secondary Plan in its entirety.
2. To delete and replace a policy in Section 20.6.4.1 iv) of the Old Victoria Hospital Lands Secondary Plan.
3. To delete and replace a policy in Section 20.6.4.2 v) of the Old Victoria Hospital Lands Secondary Plan.
4. To delete and replace a policy in Section 20.6.4.3.1 iii) of the Old Victoria Hospital Lands Secondary Plan.
5. To delete and replace a policy in Section 20.6.4.3.2 iii) of the Old Victoria Hospital Lands Secondary Plan.
6. To delete and replace a policy in Section 20.6.4.3.3 iii) of the Old Victoria Hospital Lands Secondary Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located in the Old Victoria Hospital Lands Secondary Plan Area and the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street, in the City of London.

C. BASIS OF THE AMENDMENT

The purpose of the Official Plan Amendment is to delete references to bonus zoning in response to recent changes to the *Planning Act* through Bill 108.

D. THE AMENDMENT

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

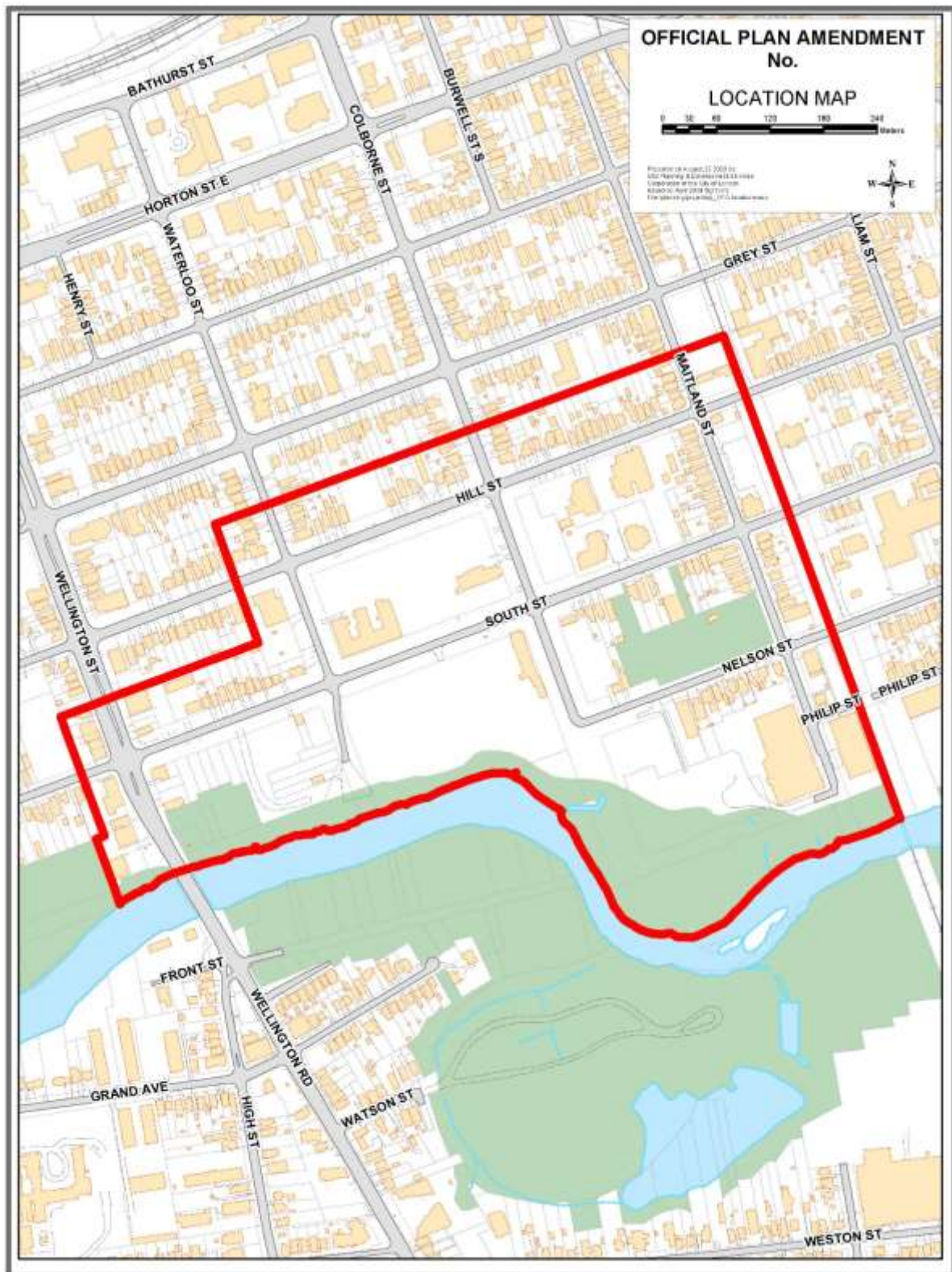
1. Section 20.6.3.3 Bonusing Policies of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety.
2. Section 20.6.4.1 iv) a), b), c), and d) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted and replaced with the following:
 - a) Within the Four Corners, new residential development shall have a minimum density of 50 units per hectare.
 - b) Building heights in the Four Corners Policy Area shall not be less than three storeys and shall not exceed 11 storeys.
 - c) Deleted.
 - d) Small-scale office development may be permitted in the adaptive re-use of a heritage building. The adaptive re-use of a heritage building for office uses in

excess of 2,000 square metres may be permitted through a site-specific Zoning By-law amendment. All other office development shall be limited to 2,000 square metres or less within each new mixed-use building or a total of 5,000 square metres in the entire designation.

3. Section 20.6.4.2 v) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Deleted.
 - b) Building heights in the Transit-Oriented Mainstreet Corridor Policy Area shall generally not exceed four storeys. Building heights exceeding four storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.
 - c) Deleted.
4. Section 20.6.4.3.1 iii) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the Low-Rise Residential Policy Area, new residential development shall have a minimum density of 15 units per hectare and a maximum density of 75 units per hectare.
 - b) Building heights in the Low-Rise Residential Policy Area shall not exceed five storeys.
 - c) Deleted.
5. Section 20.6.4.3.2 iii) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the Mid-Rise Residential Policy Area designation, new residential development shall have a minimum density of 30 units per hectare.
 - b) Building heights in the Mid-Rise Policy Area designation shall in no case be less than three storeys and shall not exceed eight storeys.
 - c) Deleted.
6. Section 20.6.4.3.3 iii) a), b) and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the High-Rise Residential Policy Area, new residential development shall have a minimum density of 75 units per hectare.
 - b) Building heights in the High-Rise Residential Policy Area shall in no cases be less than seven storeys and shall generally not exceed 12 storeys. Building heights exceeding 12 storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing

capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.

c) Deleted.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284-
A by-law to amend The London Plan for
the City of London, 2016 relating to the
Old Victoria Hospital Lands Secondary
Plan.

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 the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend policy 1565_3 – List of Secondary Plans – Old Victoria Hospital Secondary Plan, to amend the following policies of the Old Victoria Hospital Lands Secondary Plan:

1. To delete Section 20.6.3.3 Bonusing Policies of the Old Victoria Hospital Lands Secondary Plan in its entirety.
2. To delete and replace a policy in Section 20.6.4.1 iv) of the Old Victoria Hospital Lands Secondary Plan.
3. To delete and replace a policy in Section 20.6.4.2 v) of the Old Victoria Hospital Lands Secondary Plan.
4. To delete and replace a policy in Section 20.6.4.3.1 iii) of the Old Victoria Hospital Lands Secondary Plan.
5. To delete and replace a policy in Section 20.6.4.3.2 iii) of the Old Victoria Hospital Lands Secondary Plan.
6. To delete and replace a policy in Section 20.6.4.3.3 iii) of the Old Victoria Hospital Lands Secondary Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located in the Old Victoria Hospital Lands Secondary Plan Area and the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street, in the City of London.

C. BASIS OF THE AMENDMENT

The purpose of the Official Plan Amendment to The London Plan is to delete references to bonus zoning in response to recent changes to the *Planning Act* through Bill 108.

D. THE AMENDMENT

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

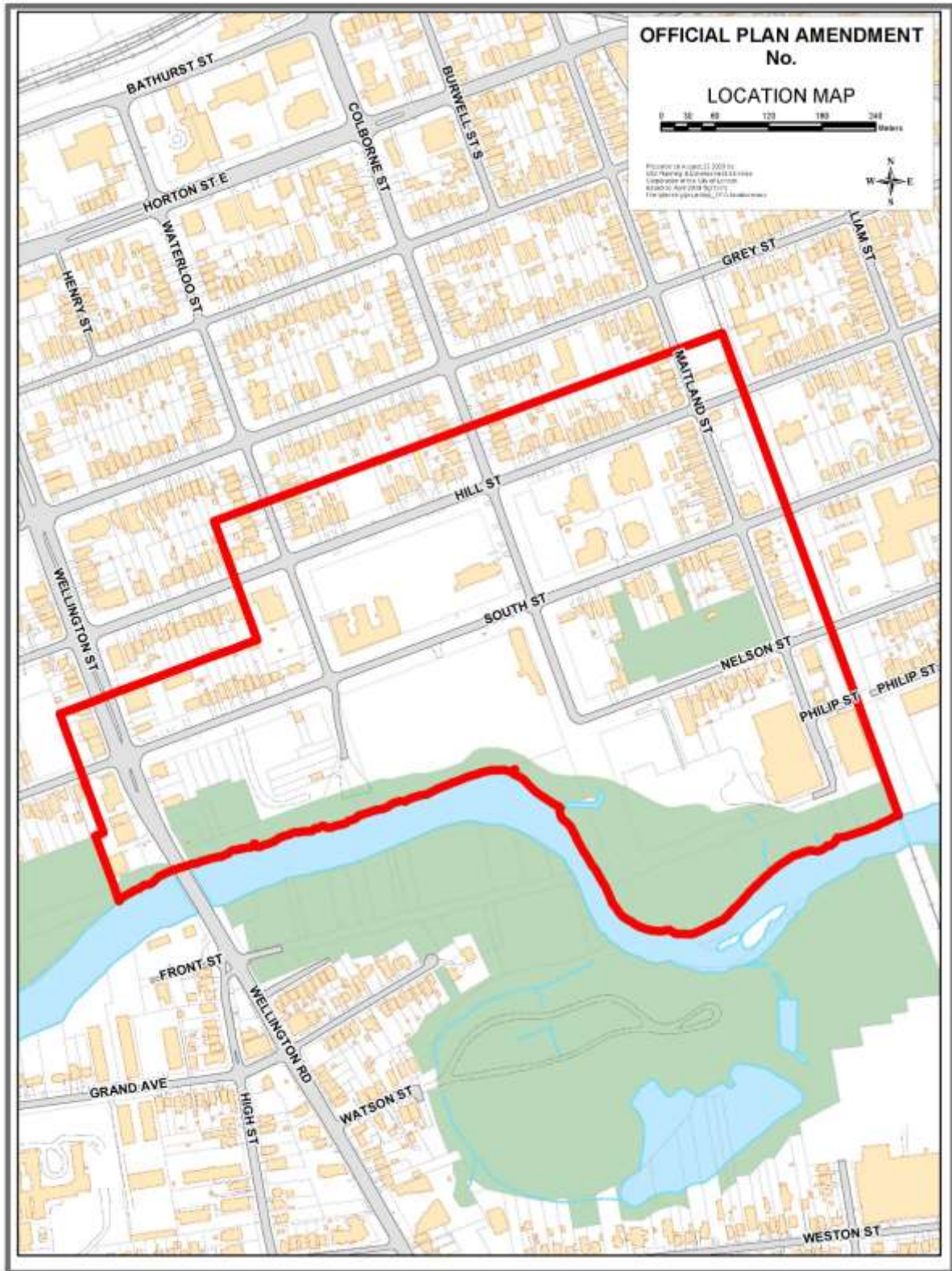
1. Section 20.6.3.3 Bonusing Policies of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety.
2. Section 20.6.4.1 iv) a), b), c), and d) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted and replaced with the following:
 - a) Within the Four Corners, new residential development shall have a minimum density of 50 units per hectare.
 - b) Building heights in the Four Corners Policy Area shall not be less than three storeys and shall not exceed 11 storeys.
 - c) Deleted.
 - d) Small-scale office development may be permitted in the adaptive re-use of a heritage building. The adaptive re-use of a heritage building for office uses in

excess of 2,000 square metres may be permitted through a site-specific Zoning By-law amendment. All other office development shall be limited to 2,000 square metres or less within each new mixed-use building or a total of 5,000 square metres in the entire designation.

3. Section 20.6.4.2 v) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Deleted.
 - b) Building heights in the Transit-Oriented Mainstreet Corridor Policy Area shall generally not exceed four storeys. Building heights exceeding four storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.
 - c) Deleted.
4. Section 20.6.4.3.1 iii) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the Low-Rise Residential Policy Area, new residential development shall have a minimum density of 15 units per hectare and a maximum density of 75 units per hectare.
 - b) Building heights in the Low-Rise Residential Policy Area shall not exceed five storeys.
 - c) Deleted.
5. Section 20.6.4.3.2 iii) a), b), and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the Mid-Rise Residential Policy Area designation, new residential development shall have a minimum density of 30 units per hectare.
 - b) Building heights in the Mid-Rise Policy Area designation shall in no case be less than three storeys and shall not exceed eight storeys.
 - c) Deleted.
6. Section 20.6.4.3.3 iii) a), b) and c) of the Old Victoria Hospital Lands Secondary Plan for the City of London Planning Area, is deleted in its entirety and replaced with the following:
 - a) Within the High-Rise Residential Policy Area, new residential development shall have a minimum density of 75 units per hectare.
 - b) Building heights in the High-Rise Residential Policy Area shall in no cases be less than seven storeys and shall generally not exceed 12 storeys. Building heights exceeding 12 storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing

capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.

c) Deleted.



Appendix C

Urban Design Guidelines for the Old Victoria Hospital Lands Phase II

The following Urban Design Guidelines apply to the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street, known as the Old Victoria Hospital Lands Phase II:

Design Objectives:

1. Ensure development integrates successfully with the Health Services Building (Building 50) and the War Memorial Children's Hospital (Building 52).
2. Design a pedestrian-focused development that minimizes the impact of vehicles and parking and encourages the use of the planned rapid transit service.
3. Break-up large blocks by providing opportunities for mid-block connection(s) for improved pedestrian circulation.
4. Provide active frontages along public roads and facades surrounding the public plaza.

Site Organization:

1. Establish a continuous publicly accessible north-south pedestrian mid-block connection connecting South Street and Hill Street in an efficient and safe manner.
2. Maximize sunlight access in amenity spaces, including the planned public plaza, through the orientation and design of new mid-rise and high-rise buildings.
3. Locate all parking, storage, and loading areas in the interior and rear yards, and appropriately screen, landscape, and provide buffers from road rights-of-way as to not detract from the public realm.
4. Minimize the number of vehicle access points to public roads and use joint or shared vehicle access when possible to minimize pedestrian-vehicle conflicts.

Built Form:

1. Orient the main entrance of new buildings to the street or to the public plaza to create active, pedestrian-oriented frontages.
2. Design new mid-rise and high-rise buildings so that they are composed of three sections – a base (podium), a middle (tower), and a top:
 - a. Provide a base that is three to four storeys in height. Ensure the podium height reflect the prevailing building heights in the area, with particular consideration for heritage listed and designated structures;
 - b. Step back the tower portion of the building a minimum of 3 metres from the edge of the podium and minimize shadow and street-level wind impacts through the tower location and design; and,
 - c. Architecturally distinguish the top of the building from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.
3. Apply quality durable materials and finishes to external walls.

Appendix D

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284()-_____
A by-law to amend the Official Plan for
the City of London, 1989 relating to 124
Colborne Street and the block bounded
by Hill Street, Colborne Street, South
Street, and Waterloo Street

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to the list of guideline documents in Section 19.2.2 of the 1989 Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street in the City of London.

C. BASIS OF THE AMENDMENT

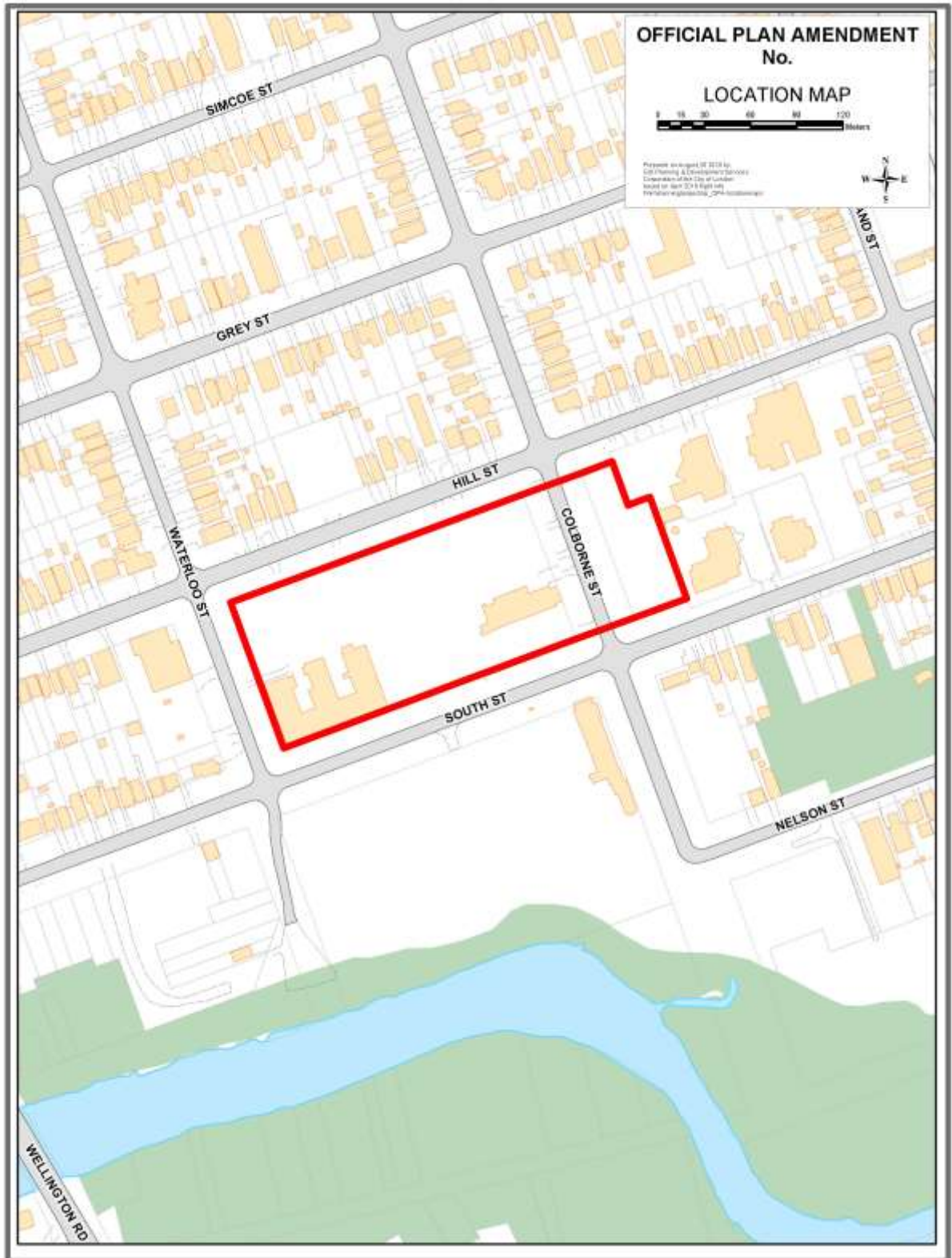
The Urban Design Guidelines for the Old Victoria Hospital Lands Phase II provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

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

Section 19.2.2 of the Official Plan for the City of London is amended by adding the following:

19.2.2.ii) ___) Urban Design Guidelines for the Old Victoria Hospital Lands Phase II



Appendix E

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284()-_____
A by-law to amend the Official Plan for
the City of London, 1989 relating to 124
Colborne Street and the block bounded
by Hill Street, Colborne Street, South
Street, and Waterloo Street

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 20.6 to the Official Plan (Old Victoria Hospital Lands Secondary Plan) for the City of London to add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to Section 20.6.5.8 – “Guideline Documents”

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street in the City of London.

C. BASIS OF THE AMENDMENT

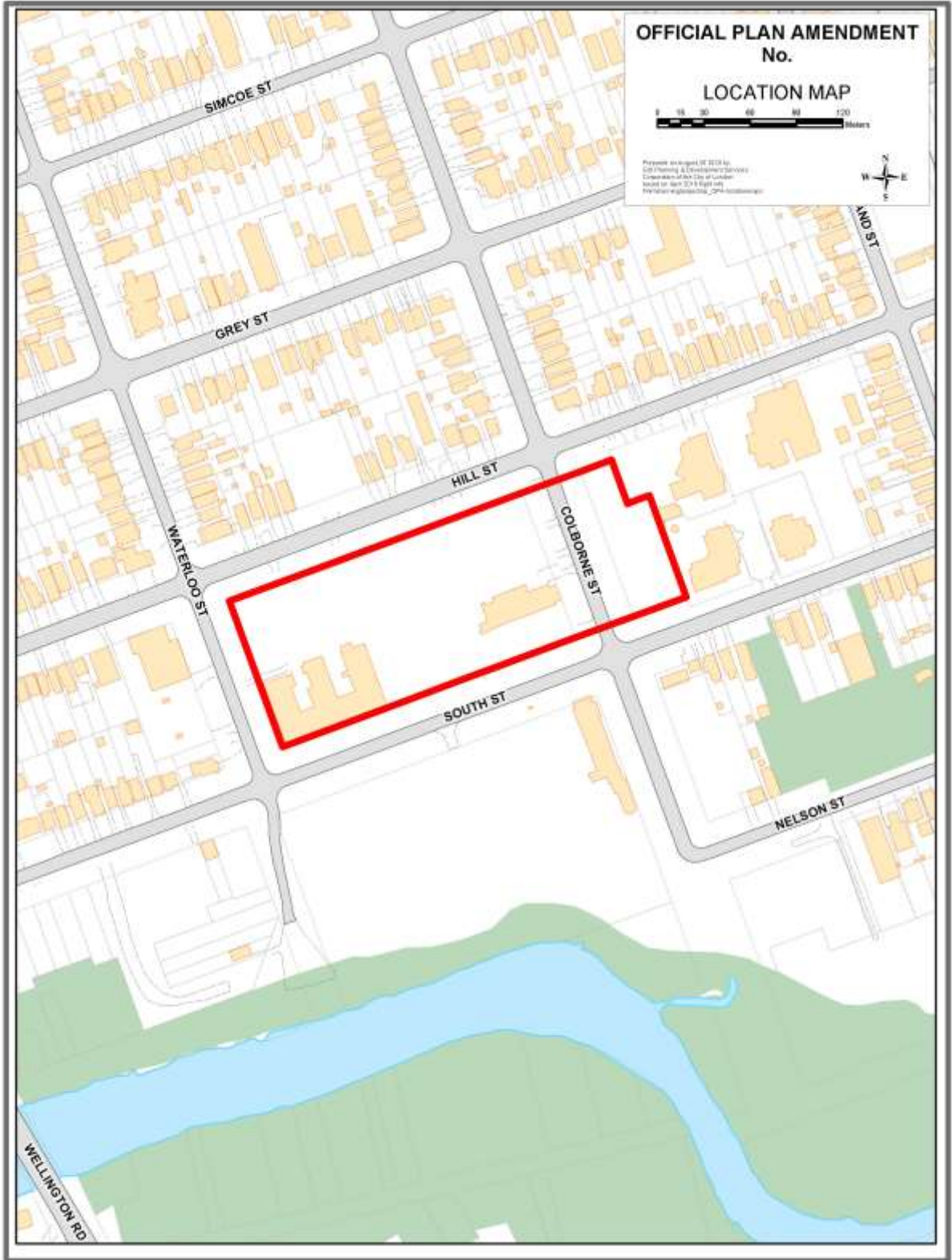
Section 20.6 of the Official Plan is the Old Victoria Hospital Lands Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

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

Section 20.6.5.8 “Guideline Documents” of the Official Plan – Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding the following:

___) The lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street (known as the Old Victoria Hospital Lands Phase II) are subject to the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II



Appendix F

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1512()-_____

A by-law to amend The London Plan for the City of London, 2016 relating to 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street

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 the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to the list of guideline documents in Policy 1716_ of The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street.

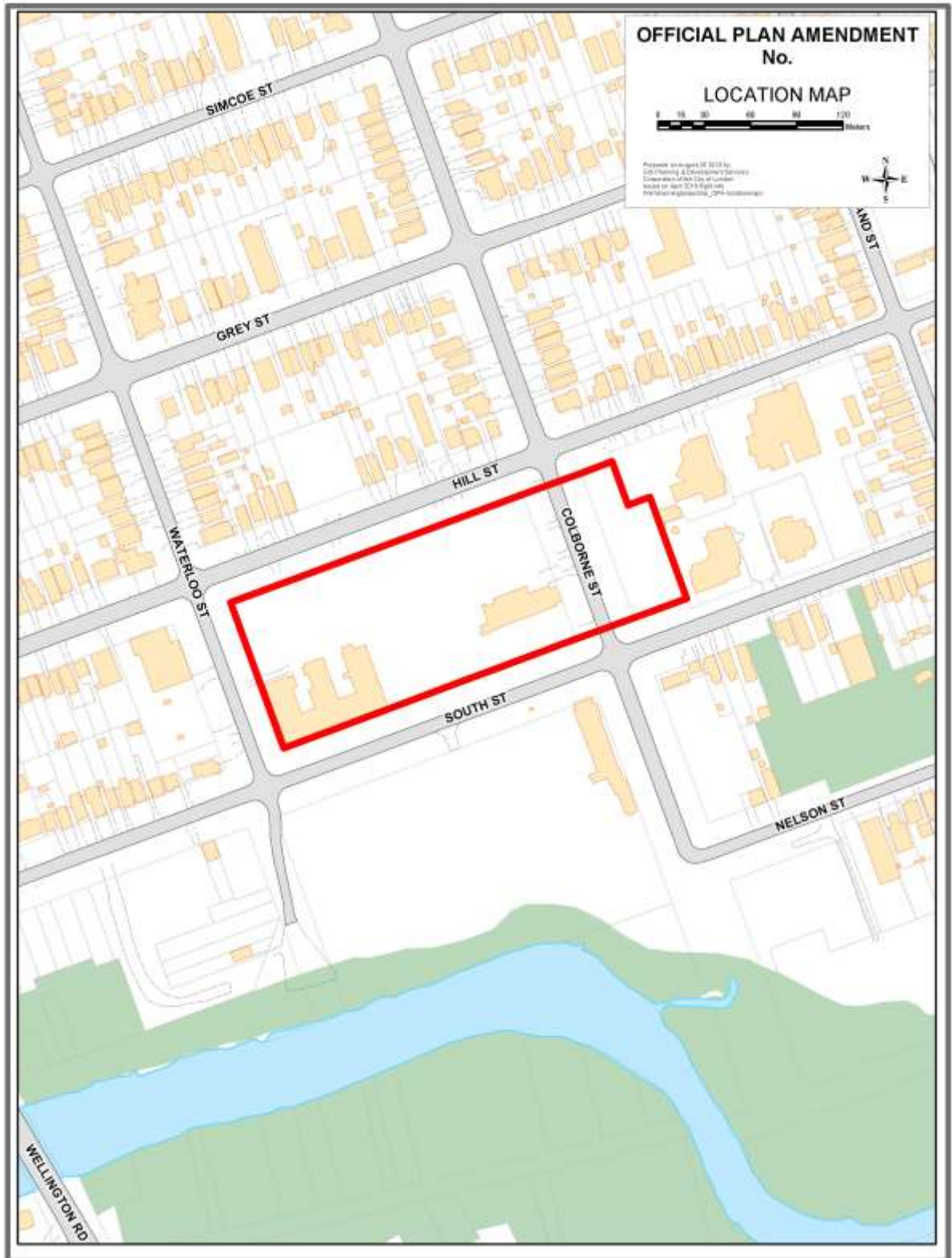
C. BASIS OF THE AMENDMENT

The Urban Design Guidelines for the Old Victoria Hospital Lands Phase II provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

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

Policy 1716_ ___. Urban Design Guidelines for the Old Victoria Hospital Lands Phase II



Appendix G

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1512()-_____

A by-law to amend The London Plan for the City of London, 2016 relating to 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street

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 the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 1565_3 to the Official Plan (Old Victoria Hospital Secondary Plan) for the City of London to add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to Section 20.6.5.8 “Guideline Documents”

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street in the City of London.

C. BASIS OF THE AMENDMENT

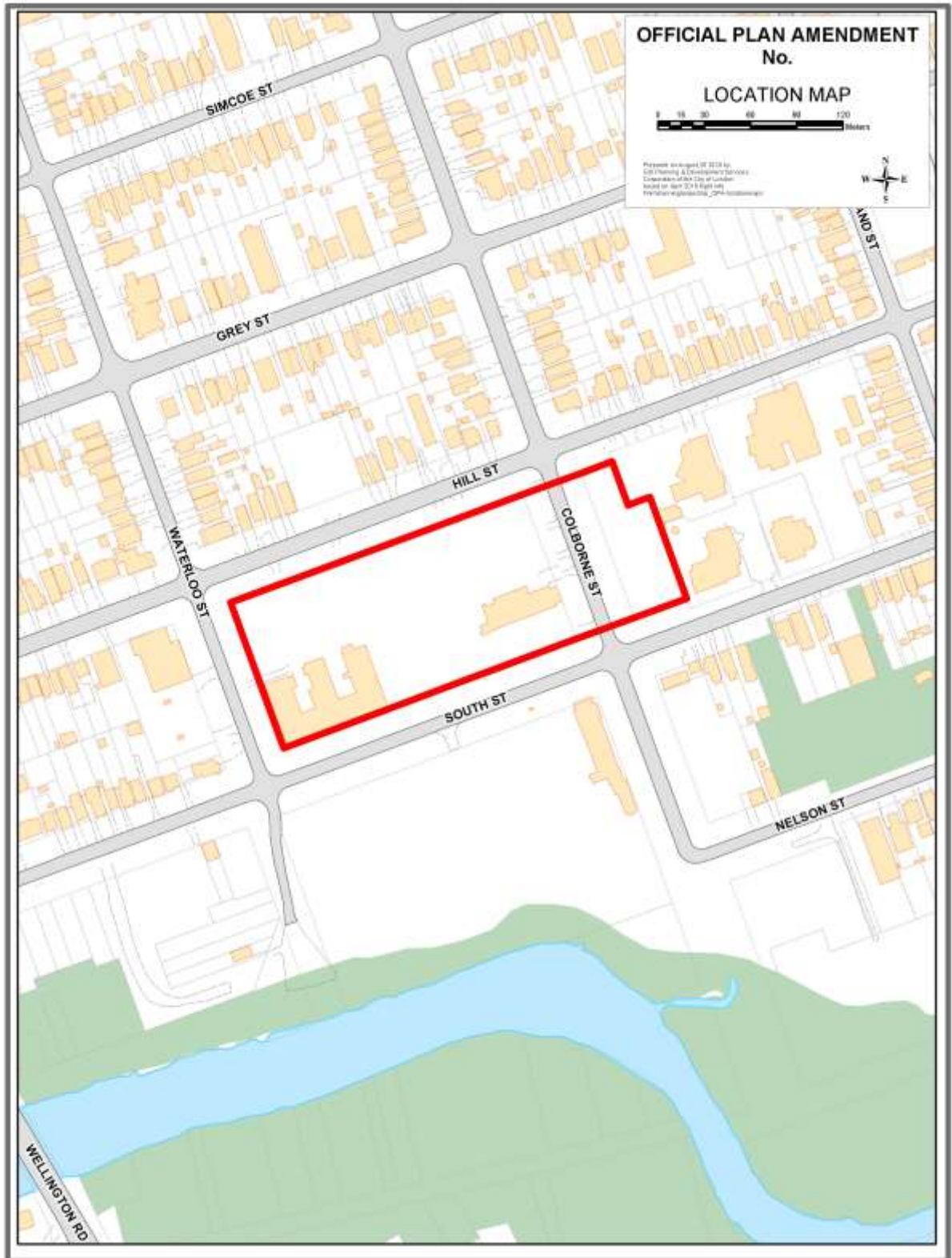
Section 1565_3 of The London Plan is the Old Victoria Hospital Lands Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II to provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

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

Section 20.6.5.8 “Guideline Documents” of the Official Plan – Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding the following:

___) The lands located at 124 Colborne Street and the block bounded by Hill Street, Colborne Street, South Street, and Waterloo Street (known as the Old Victoria Hospital Lands Phase II) are subject to the Urban Design Guidelines for the Old Victoria Hospital Lands Phase II



Appendix H

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 124 Colborne Street and the Block Bounded by Hill Street, Colborne Street, South Street, and Waterloo Street.

WHEREAS The Corporation of the City of London has applied to rezone an area of land located at 124 Colborne Street and the Block Bounded by Hill Street, Colborne Street, South Street, and Waterloo Street, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 124 Colborne Street and the Block Bounded by Hill Street, Colborne Street, South Street, and Waterloo Street, as shown on the attached map comprising part of Key Map No. A107, from a Residential R3/Residential R7/Residential R9 (R3-1/R7•D150•H24/R9-7•H24) Zone and Holding Residential R7/Residential R9/Regional Facility (h-5•R-7•D150•H12/R9-3•H12/RF) Zone **TO** a Holding Residential R8 Special Provision (h•h-5•R8-4(*)) Zone, Holding Residential R8 Special Provision (h•h-5•R8-4(**)) Zone, Holding Residential R8 Special Provision (h•h-5•R8-4(***)) Zone, a Holding Residential R4 Special Provision/Residential R8 Special Provision (h•h-5•R4-6(_)/R8-4(****)) Zone, and an Open Space Special Provision (OS1(*)) Zone.
- 2) Section Number 8.4 of the Residential R4 (R4-6) Zone is amended by adding the following Special Provision:

)	R4-6(*)	Old Victoria Hospital Lands Phase II	
	a)	Regulations	
		i) Front and Exterior Side Yard Depth (Minimum)	2.0 m (6.6 ft)
		ii) Front and Exterior Side Yard Depth (Maximum)	3.0 m (9.8 ft)
		iii) Building Height (Maximum)	19.5 m (64 ft) or 5 storeys, whichever is greater
		iv) Residential Garage Width (Maximum)	50% of the building façade
- 3) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

)	R8-4(*)	Old Victoria Hospital Lands Phase II	
	a)	Additional Permitted Uses	
		i) Offices;	

- ii) Medical/dental offices;
- iii) Clinics;
- iv) Day care centres;
- v) Studios;
- vi) Convenience stores;
- vii) Pharmacies;
- viii) Financial institutions;
- ix) Personal service establishments;
- x) Restaurant, eat-in;
- xi) Business service establishments;
- xii) Hotel within existing buildings;
- xiii) Craft brewery;
- xiv) Artisanal workshop

b) Regulations

- i) Non-residential uses are restricted to the first and second floor, with the exception of existing buildings which have no limit on the amount or location of non-residential floor area permitted within them.
- ii) Front and Exterior Side Yard Depth (Minimum) 1.0 m (3.2 ft) or as existing for existing buildings
- iii) Front and Exterior Side Yard Depth (Maximum) 3.0 m (9.8 ft) or as existing for existing buildings
- iv) Rear Yard Depth (Minimum) 3.0 m (9.8 ft) or as existing for existing buildings
- v) Interior Side Yard Depth (Minimum) 2.0 m (6.6 ft) or as existing for existing buildings
- vi) Yard Depth Between R8-4 Zones (Minimum) 0 m (0 ft)
- vii) Landscaped Open Space (Minimum) 20% or as existing for existing buildings
- viii) Lot Coverage (Maximum) 80%
- ix) Building Height (Minimum) 9.0 m (29.5 ft)
- x) Building Height (Maximum) 34.5 m (113 ft) or 11 storeys, whichever is greater
- xi) Density (Minimum) 50 UPH
- xii) Parking for Residential Uses (Minimum) 0.5 spaces per unit
- xiii) Parking for All Uses Within Existing Buildings (Minimum) 0 spaces
- xiv) Podium Height (Minimum) 3 storeys
- xv) Podium Height (Maximum) 4 storeys

xvi) Tower Step Back Beyond the 4th Storey (Minimum) 3 m (9.8 ft)

4) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

) R8-4(**) Old Victoria Hospital Lands Phase II

a) Additional Permitted Uses

- i) Offices;
- ii) Medical/dental offices;
- iii) Clinics;
- iv) Day care centres;
- v) Studios;
- vi) Convenience stores;
- vii) Pharmacies;
- viii) Financial institutions;
- ix) Personal service establishments;
- x) Restaurant, eat-in;
- xi) Business service establishments;
- xii) Hotel within existing buildings;
- xiii) Craft brewery;
- xiv) Artisanal workshop

b) Regulations

- i) Front and Exterior Side Yard Depth (Minimum) 1.0 m (3.2 f)
- ii) Front and Exterior Side Yard Depth (Maximum) 3.0 m (9.8 ft)
- iii) Rear Yard Depth (Minimum) 3.0 m (9.8 ft)
- iv) Interior Side Yard Depth (Minimum) 2.0 m (6.6 ft)
- v) Landscaped Open Space (Minimum) 20%
- vi) Lot Coverage (Maximum) 80%
- vii) Building Height (Minimum) 9.0 m (29.5 ft)
- viii) Building Height (Maximum) 34.5 m (113 ft) or 11 storeys, whichever is greater
- ix) Density (Minimum) 50 UPH
- x) Parking for Residential Uses (Minimum) 0.5 spaces per unit
- xvii) Podium Height (Minimum) 3 storeys
- xviii) Podium Height (Maximum) 4 storeys
- xix) Tower Step Back Beyond the 4th Storey (Minimum) 3 m (9.8 ft)

5) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

) R8-4(***) Old Victoria Hospital Lands Phase II

- a) Additional Permitted Uses
- i) Hotel within existing buildings;
 - ii) Day care centres;
 - iii) Libraries;
 - iv) Post office depots;
 - v) Private schools
- b) Regulations
- i) Front and Exterior Side Yard Depth (Minimum) 1.0 m (3.2 ft) or as existing for existing buildings
 - ii) Front and Exterior Side Yard Depth (Maximum) 3.0 m (9.8 ft) or as existing for existing buildings
 - iii) Rear Yard Depth (Minimum) 3.0 m (9.8 ft) or as existing for existing buildings
 - iv) Interior Side Yard Depth (Minimum) 2.0 m (6.6 ft) or as existing for existing buildings
 - v) Yard Depth Between R8-4 Zones (Minimum) 0 m (0 ft)
 - vi) Landscaped Open Space (Minimum) 20% or as existing for existing buildings
 - vii) Lot Coverage (Maximum) 80%
 - viii) Building Height (Minimum) 9.0 m (29.5 ft)
 - ix) Building Height (Maximum) 25.5 m (83.7 ft) or 8 storeys, whichever is greater
 - x) Density (Minimum) 30 UPH
 - xi) Parking for Residential Uses (Minimum) 0.5 spaces per unit
 - xii) Parking for All Uses Within Existing Buildings (Minimum) 0 spaces
 - xx) Podium Height (Minimum) 3 storeys
 - xxi) Podium Height (Maximum) 4 storeys
 - xxii) Tower Step Back Beyond the 4th Storey (Minimum) 3 m (9.8 ft)

6) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

-) R8-4(****) Old Victoria Hospital Lands Phase II
- a) Permitted Uses
 - i) Stacked townhouses
 - b) Regulations

i)	Front and Exterior Side Yard Depth (Minimum)	1.0 m (3.2 ft)
ii)	Front and Exterior Side Yard Depth (Maximum)	3.0 m (9.8 ft)
iii)	Rear Yard Depth (Minimum)	3.0 m (9.8 ft)
iv)	Interior Side Yard Depth (Minimum)	2.0 m (6.6 ft)
v)	Landscaped Open Space (Minimum)	20%
vi)	Lot Coverage (Maximum)	80%
vii)	Building Height (Minimum)	9.0 m (29.5 ft)
viii)	Building Height (Maximum)	19.5 m (64 ft) or 5 storeys, whichever is greater
ix)	Density (Minimum)	15 UPH
x)	Density (Maximum)	75 UPH
xi)	Parking for Residential Uses (Minimum)	1 space per unit
xii)	Residential Garage Width (Maximum)	50% of the building width

7) Section Number 36.4 of the Open Space (OS1) Zone is amended by adding the following Special Provision:

)	OS1(*)	Old Victoria Hospital Lands Phase II	
	a)	Regulations	
		i) Lot Area (Minimum)	1,350 sq m (14,531.28 sq ft)

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

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

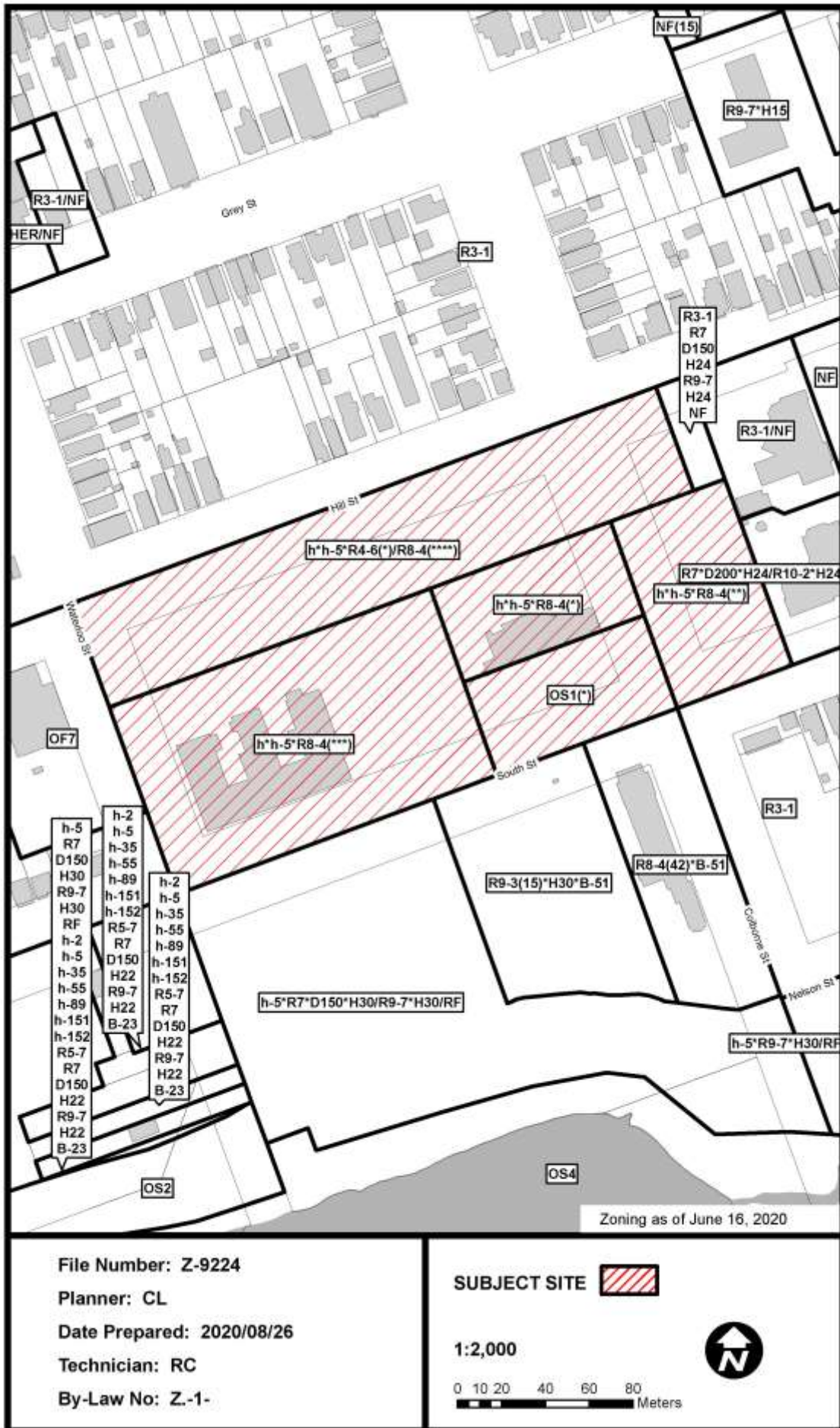
PASSED in Open Council on September 29, 2020.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



File Number: Z-9224
 Planner: CL
 Date Prepared: 2020/08/26
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 
 1:2,000
 0 10 20 40 60 80 Meters



Geotitles

Appendix I – Public Engagement

Community Engagement

Public liaison: On July 15, 2020, Notice of Application for the proposed Official Plan Amendment was sent to 453 property owners within 120 metres of the subject lands. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 16, 2020.

On July 15, 2020, Notice of Application for the proposed Zoning By-law Amendment was sent to 107 property owners within 120 metres of the subject lands. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 16, 2020. A “Planning Application” sign was also posted on the site.

A total of seven (7) replies in response to both applications were received.

Nature of Liaison: The purpose and effect of this Official Plan Amendment is to amend the Old Victoria Hospital Secondary Plan to delete references to bonus zoning and to maintain the stated maximum building heights and densities without the use of bonus zoning. Possible amendment to the Old Victoria Hospital Secondary Plan to delete Section 20.6.3.3 – Bonus Policies; amend Sections 20.6.4.1, 20.6.4.2, 20.6.4.3.1, 20.6.4.3.2, and 20.6.4.3.3 to remove references to bonus zoning and permit the stated maximum building height and density without bonus zoning; and adopt Urban Design Guidelines pursuant to Section 20.6.5.8 for the Old Victoria Hospital Phase II Lands.

The purpose and effect of this zoning change is to implement the policy framework of the Old Victoria Hospital Secondary Plan. Possible change to Zoning By-law Z.-1 for the lands located on the northwest corner of Colborne Street and South Street (municipally addressed as 392 South Street) **FROM** a Holding Residential R7/Residential R9/Regional Facility (h-5*R-7*D150*H12/R9-3*H12/RF) Zone **TO** an Open Space (OS1) Zone. Possible change to Zoning By-law Z.-1 for the lands located mid-block on the west side of Colborne Street (containing the War Memorial Children’s Hospital building) **FROM** a Holding Residential R7/Residential R9/Regional Facility (h-5*R-7*D150*H12/R9-3*H12/RF) Zone **TO** a Holding Residential R8 Special Provision (h-5*h-9*h-_*h-_*R8-4(_)) Zone. Special provisions would permit a small range of additional commercial uses, restrict non-residential uses to the first and second floor (with the exception of existing buildings which have no limit on the amount or location of non-residential floor area permitted within them), minimum and maximum front and exterior side yard depths of 1m and 3m respectively for new development, a minimum rear yard depth of 3m for new development, a minimum interior side yard depth of 2m for new development, a yard depth of 0m between R8-4 zone boundaries, a minimum landscaped open space of 20% for new development, a maximum lot coverage of 80%, minimum and maximum building heights of 9m and 34.5m (and/or 11 storeys) respectively, a minimum density of 50 units per hectare, a parking rate of 0.5 spaces per unit for residential uses, and a parking rate of 0 spaces for all uses in existing buildings. Possible change to Zoning By-law Z.-1 for a portion of the lands municipally addressed as 124 Colborne Street **FROM** a Residential R3/Residential R7/Residential R9 (R3-1/R7*D150*H24/R9-7*H24) Zone **TO** a Holding Residential R8 Special Provision (h-5*h-_*R8-4(_)) Zone. Special provisions would permit a small range of additional commercial uses, restrict non-residential uses to the first and second floor, minimum and maximum front and exterior side yard depths of 1m and 3m respectively for new development, a minimum rear yard depth of 3m for new development, a minimum interior side yard depth of 2m for new development, a minimum landscaped open space of 20% for new development, a maximum lot coverage of 80%, minimum and maximum building heights of 9m and 34.5m (and/or 11 storeys) respectively, a minimum density of 50 units per hectare, and a parking rate of 0.5 spaces per unit for residential uses. Possible change to Zoning By-law Z.-1 for the lands located on the northeast corner of Waterloo Street and South Street (municipally addressed as 346-370 South Street) **FROM** a Holding Residential R7/Residential R9/Regional Facility (h-5*R-7*D150*H12/R9-3*H12/RF) Zone **TO** a Holding Residential R8 Special Provision

(h-5*h-9*h-_*h-_*R8-4(_)) Zone. Special provisions would permit a small range of additional commercial uses, minimum and maximum front and exterior side yard depths of 1m and 3m respectively for new development, a minimum rear yard depth of 3m for new development, a minimum interior side yard depth of 2m for new development, a minimum yard depth of 0m between R8-4 zone boundaries, a minimum landscaped open space of 20% for new development, maximum lot coverage of 80%, minimum and maximum building heights of 9m and 25.5m (and/or 8 storeys) respectively, a minimum density of 30 units per hectare, a parking rate of 0.5 spaces per unit for residential uses, and a parking rate of 0 spaces for all uses in existing buildings. Possible change to Zoning By-law Z.-1 for the lands located on the south side of Hill Street (municipally addressed as 351-385 Hill Street and a portion of 124 Colborne Street) **FROM** a Holding Residential R7/Residential R9/Regional Facility (h-5*R-7*D150*H12/R9-3*H12/RF) Zone and a Residential R3/Residential R7/Residential R9 (R3-1/R7*D150*H24/R9-7*H24) Zone **TO** a Holding Residential R4 Special Provision/Residential R8 Special Provision (h-5*h-_*R4-6(_)/R8-4(_)) Zone. Special provisions to the proposed R4-6 Zone would permit minimum and maximum front and exterior side yard depths of 2m and 3m respectively, a maximum building height of 19.5m (and/or 5 storeys), and a maximum residential garage width of 50% of the building façade width. Special provisions to the proposed R8-4 Zone would permit minimum and maximum front and exterior side yard depths of 1m and 3m respectively, a minimum rear yard depth of 3m, a minimum interior side yard depth of 2m, a minimum landscaped open space of 20%, a maximum lot coverage of 80%, minimum and maximum building heights of 9m and 19.5m (and/or 5 storeys) respectively, minimum and maximum density of 15 and 75 units per hectare respectively, a parking rate of 1 space per unit for residential uses, and a maximum residential garage width of 50% of the building façade width.

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

Concern for:

On-Street Parking:

Concern regarding existing time limitations for on-street parking.

Lack of Grocery Store Amenities in SoHo:

Request that a grocery store be considered for the neighbourhood.

Traffic Signage:

Concern regarding one way traffic signage and vehicles driving the wrong direction on the one way streets.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Wayne Salisbury	Ann-Marie Bowman 466 Grey Street London, ON N6B 1H3
Jim MacNiell 82 Wellington Street London, ON N6B 2K3	Allen MacConnel 153 Colborne Street London, ON N6B 2S1
	James Fernandez 140 Wellington Street London, ON N5V 1N8
	Shirley Smythe 146 Ashley Crescent London, ON N6E 3P9

	Maria Gitta 117 Clarence Street London, ON N6B 2J3
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From:
Sent: Friday, July 17, 2020 4:39 PM
To: Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] Old victoria hospital inquiry

Hello

My name is Ann-Marie Bowman. I live at 466 Grey St in SOHO. I received the old south hospital planning application and have some questions.

Is the street parking limitations going to be amended? The 1 hour street parking on grey st is ridiculous with the hospital gone?

Has a grocery store been considered as one of the changes? There's a lot of young families and elderly in the neighbourhood that would benefit from one as there isn't one close and many don't drive and take public transportation.

Will the one way street signage be updated? With construction this summer there's been a large increase in traffic on our street and south street. Lots of issues with cars driving the wrong way. Car got hit at Maitland and Grey last week going wrong way so didn't stop at the stop sign.

Ann-Marie

From: Allan MacConnell
Sent: Monday, July 20, 2020 2:06 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] old vic hospital plan

Hi
I live at 153 Colborne and received a notice
I am concerned because of the hospital land near me
They started some work there last week and I have no idea what is going on,
I would like to know more
I hope they are not placing pre-fab homes there for the homeless
There are 3 buildings there that have been saved at our expense in the millions of dollars
we need tax-paying residents on that land
It will do nothing to gentrify SoHo, a prime area close to downtown that should be developed in a profitable way.
Please get back to me at your earliest convenience

--

Allan MacConnell - Sales Representative
eXp Realty of Canada Inc.

From: James Fernandez
Sent: Wednesday, July 29, 2020 11:07 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] Old Victoria Hospital Lands Secondary Plan Area

Hello Catherine,

I'm trying to understand how my property at 140 Wellington Street will be impacted by the changes proposed.

It is currently operating as a triplex and is BDC(6) NF1 zoning. I don't know what bonus zoning is but I see that whatever was "bonus" is going to become the new normal for building height and density.

Are you able to go into a bit more detail or share some other prepared documents/links to resources?

Thank you,
James

From: Shirley Smythe
Sent: Thursday, July 30, 2020 2:40 PM
To: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] Development at old victory hospital

Hi Maureen..

I'm hoping you can send me information on the development now being build at the old Victoria hospital.. Is the city investing in this venture? I heard the building will be for seniors, is this true? Will it be affordable housing and how can my husband and I get on the list? Any information you can provide would be greatly appreciated.. Apt rentals are getting way too expensive and if we can get our names in early for this one that would really make our day!!

Thanks in advance!
ShirleySmythe

From: Maria Gitta
Sent: Tuesday, August 11, 2020 12:18 PM
To: Lowery, Catherine <clowery@london.ca>
Subject: [EXTERNAL] File: 0-9223

Hello Ms Lowery: I would like to be able to provide feedback on Old Victoria Hospital Lands Secondary Plan Area but the document <http://www.london.ca/business/Planning-Development/land-use-applications/Documents/londoner/2020-07-16/Z-9224-Notice.pdf> is too difficult to work with. There should be a synopsis of the changes to the Official Plan that are being requested to ease resident involvement and understanding. Sincerely, Maria Gitta, property 117 Clarence Street

Agency/Departmental Comments

July 17, 2020: London Hydro (O-9223)

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

July 17, 2020: London Hydro (Z-9224)

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.

July 27, 2020: UTRCA (O-9223)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application 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)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection

information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

PROPOSAL

The purpose of the amendment is to delete references to bonus zoning in the ***Old Victoria Hospital Lands Secondary Plan*** in order to ensure that it is consistent with the recent changes made to the Planning Act through Bill 108 which phased out the use of bonus zoning. The amendment will maintain the maximum building heights and densities without the use of bonus zoning. Urban Design Guidelines pursuant to Section 20.6.5.8 for the Old Victoria Hospital Phase II Lands are also proposed for adoption. This application has been circulated in conjunction with File Z-9224.

CONSERVATION AUTHORITIES ACT

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the “Provincial One Window Planning System for Natural Hazards” Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNR) and the Ministry of Municipal Affairs and Housing. Accordingly, the Conservation Authority represents the provincial interest in commenting on development applications with respect to natural hazards and ensures that the application is consistent with the PPS.

The UTRCA’s role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and conforms with the policies in the UTRCA’s Environmental Planning Policy Manual (2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the policies of the UTRCA’s Environmental Planning Policy Manual (2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

Section 28 Regulations - Ontario Regulation 157/06 Conservation Authorities Act

As shown on the enclosed mapping, there are lands within the Old Victoria Hospital Secondary Planning Area which 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 riverine flooding and erosion hazards associated with the Thames River. 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.

Please be advised that in cases where a discrepancy in the regulation limit mapping occurs, the text of the regulation prevails and a feature identified on the landscape may be regulated by the Conservation Authority.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA’s Environmental Planning Policy Manual is available online at:
<http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>

NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on Planning Act applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards and in Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. Prevention is achieved through land use planning and the Conservation Authority’s regulations with respect to site alteration and development activities.

The UTRCA’s natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. Consistent with the PPS, the Conservation Authority also does not support the fragmentation of hazard lands through lot creation.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach, and uses that may be allowed in the flood plain subject to satisfying UTRCA permit requirements. Permitted uses are limited to; open space/recreation, flood and erosion control works, accessory buildings and replacement structures, or minor works.

3.2.4 Riverine Erosion Hazard Policies

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

The subject lands have been reviewed to determine whether they are located within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). They are located within a vulnerable area and for policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

UTRCA COMMENTS

Given that this application pertains to various technical amendments to the Old Victoria Hospital Lands Secondary Plan the UTRCA has no objections.

July 27, 2020: UTRCA (Z-9224)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application 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)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

PROPOSAL

The purpose of the amendment is to implement the policy framework of the ***Old Victoria Hospital Lands Secondary Plan*** to the Phase II Lands. It is also intended to permit additional uses and apply specific regulations to the areas which are the subject of the amendment which includes the lands bounded by Hill Street (N), Waterloo Street (W), South Street (S) and both sides of Colborne Street (E). This application has been circulated in conjunction with File O-9223.

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

The subject lands have been reviewed to determine whether they are located within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). They are located within a vulnerable area and for policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at:
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

UTRCA COMMENTS

Given that the subject lands are not regulated, the UTRCA has no objections to this application.

August 6, 2020: Engineering (O-9223 and Z-9224)

No concerns.

August 24, 2020: Urban Design (O-9223 and Z-9224)

Urban Design staff commend the applicant for examining the OVH Secondary Plan urban design related policies and providing for site specific zoning along with a holding provision to implement a set of Urban Design Guidelines, provided through this application, to implement the policies of the plan.

In order to ensure that the ultimate development further incorporates key design aspects in terms of massing, provide for provisions in the Zone that will ensure the following:

- A podium height between 3 and 4 storeys (as proposed in the design guidelines); and
- A step-back above the podium of a min. 3m (as proposed in the design guidelines).

September 9, 2020: Heritage

This memo is to confirm that I have reviewed the following and find the report's (analysis and conclusions) to be sufficient to fulfill the complete application requirements for (O-9223 & Z-9224):

- City of London (2020, June 15). *Cultural Heritage Evaluation Report, Old Victoria Hospital Lands Phase II: War Memorial Children's Hospital and Health Services Building.*

Specific supportable conclusions of the Cultural Heritage Evaluation Report (CHER) are as follows:

In advance of repurposing the Health Services Building and the War Memorial Children's Hospital, an evaluation of the two properties according to O.Reg 9/06 was completed in order to prepare a Statement of Cultural Heritage Value or Interest for the properties. The evaluations found that both properties are significant cultural heritage resources that merit designation pursuant to Part IV of the Ontario Heritage Act. (p1)

The Notice of Planning Application, dated July 15, 2020, from C. Lowery (Maton), with respect to an Official Plan Amendment for the Old Victoria Hospital Lands Secondary Plan Area, was also received by the London Advisory Committee on Heritage (LACH) at its August 12, 2020 meeting.

Based on the review of the CHER, DS-heritage staff concurs with its conclusions.

Appendix J – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

1.1, 1.1.3, 1.1.3.3, 1.1.3.4, 1.4.1, 1.4.3, 1.7.1

Old Victoria Hospital Lands Secondary Plan

20.6.1.2, 20.6.4.1, 20.6.4.2, 20.6.4.3, 20.6.5.8

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

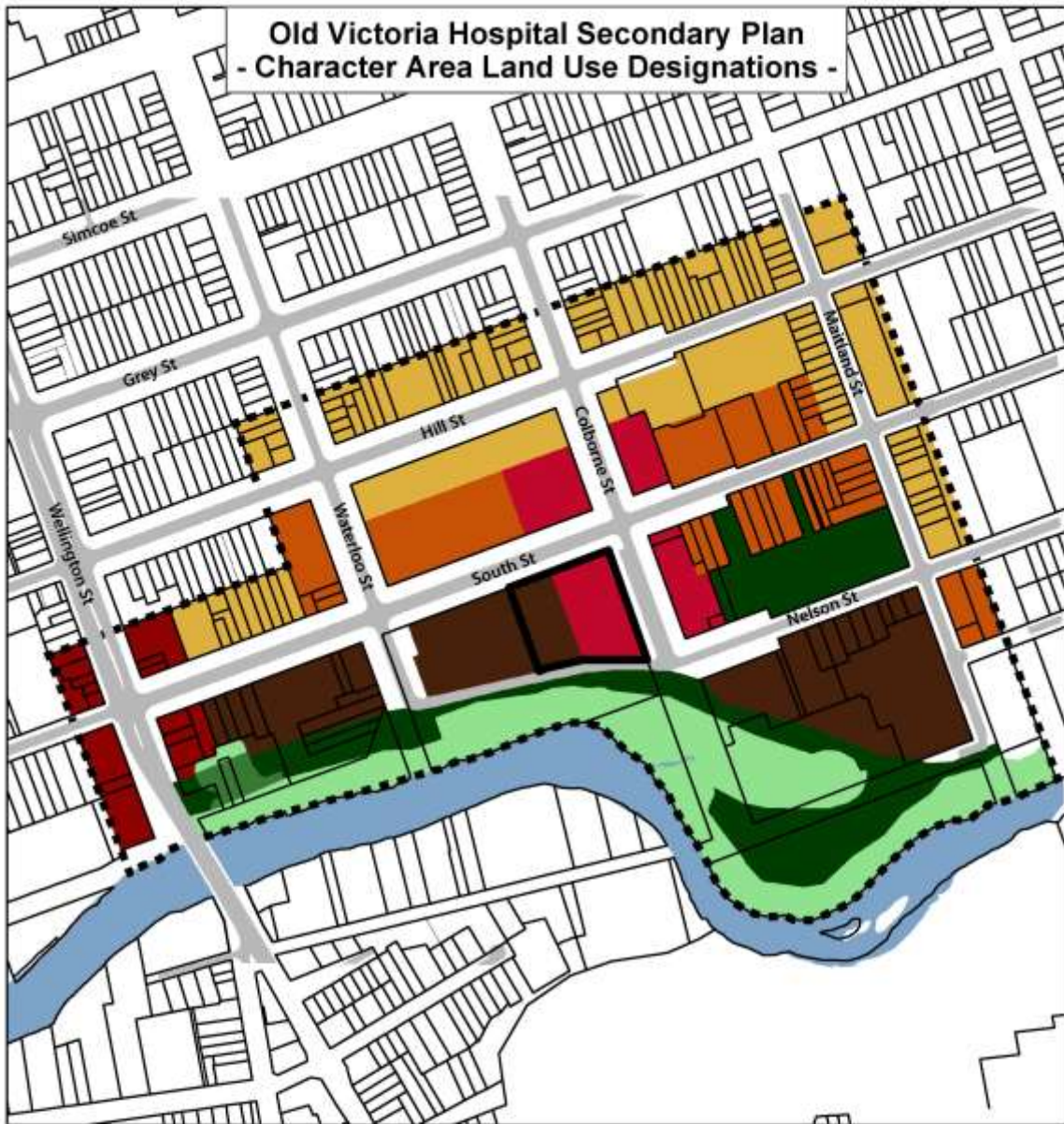
54_, *920_, *953_, *958_, *Table 10, *Table 11, *Table 12, 1556_, *1558_, *Map 1, *Map 2, *Map 3, *Map 7

1989 Official Plan

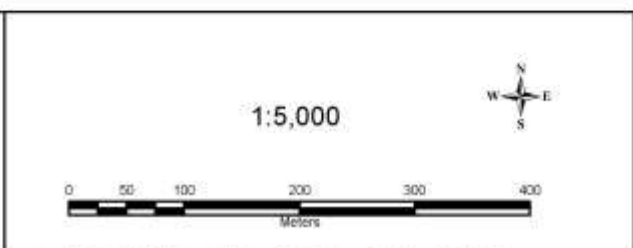
3.4.1, 3.4.3, 19.2.1, 20.1, 20.2

Appendix K – Relevant Background

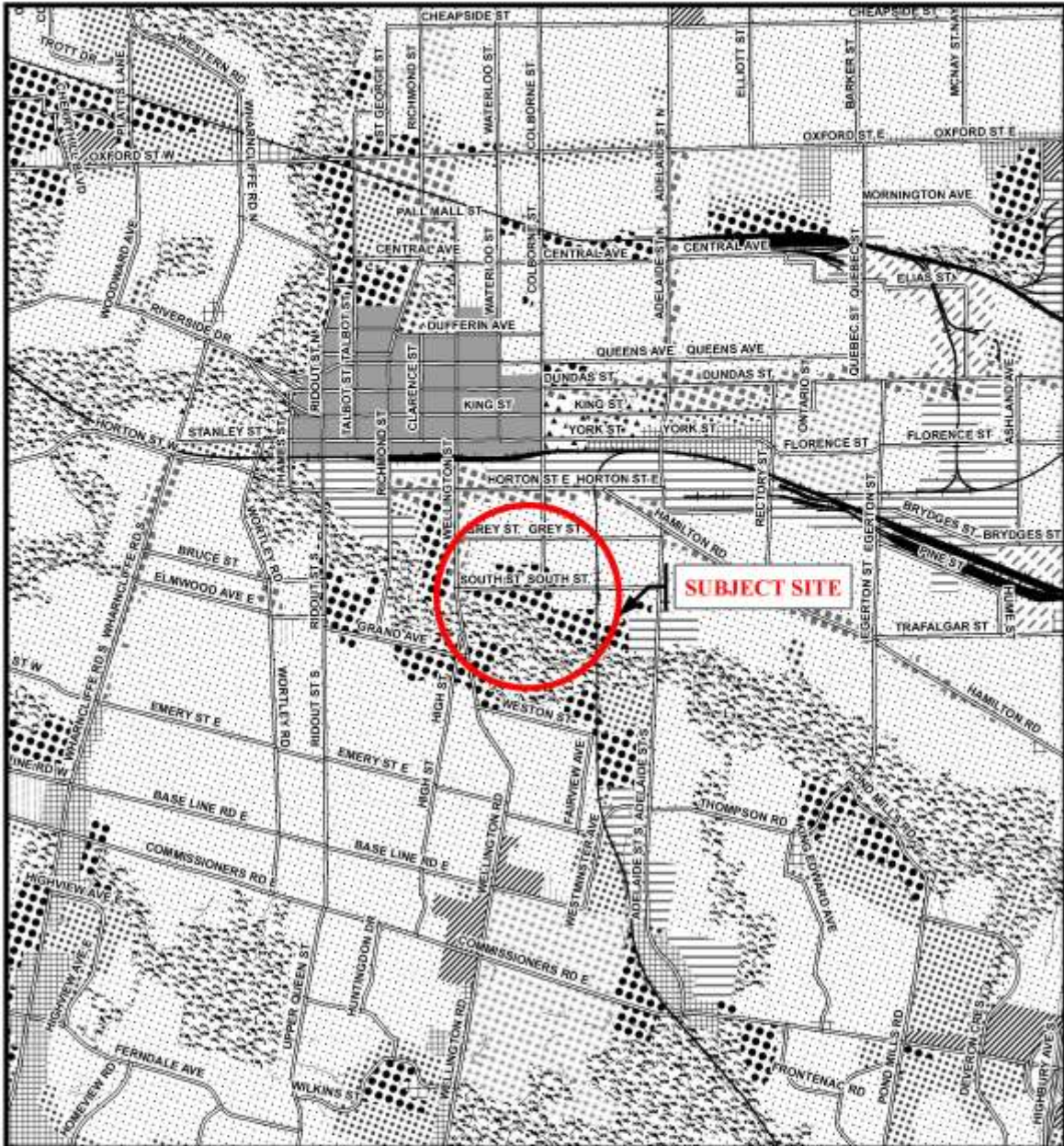
Additional Maps



File Number: O-9223 and Z-9224
 Planner: Catherine Lowery
 Date: August 31, 2020

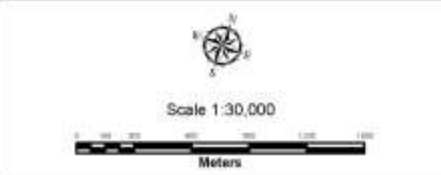


Document Path: \\CLFILE\GIS\Work\Planning\Projects\p_areaplans\Old_Victoria_Hospital_Secondary_Plan\Projects\OVH_CharacterAreaLandUseDesignations-O-9223 and Z-9224.mxd



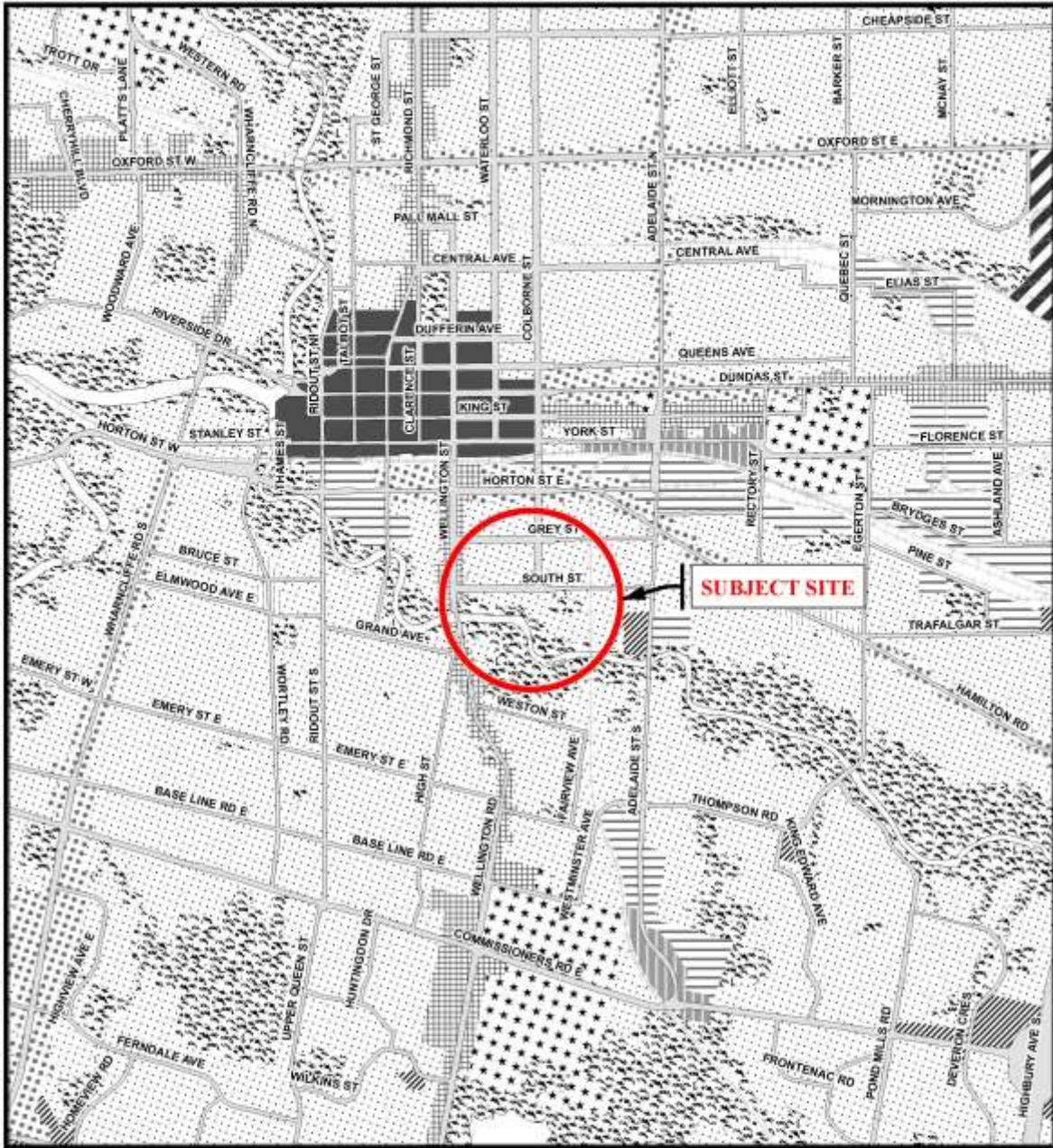
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: O-9223 & Z-9224
PLANNER: CL
TECHNICIAN: RC
DATE: 2020/08/26

PROJECT LOCATION: c:\planning\projects\ip_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_NEW_b5w_8x14.mxd



Legend

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

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

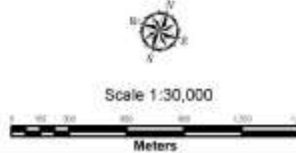
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

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

PREPARED BY: Planning Services



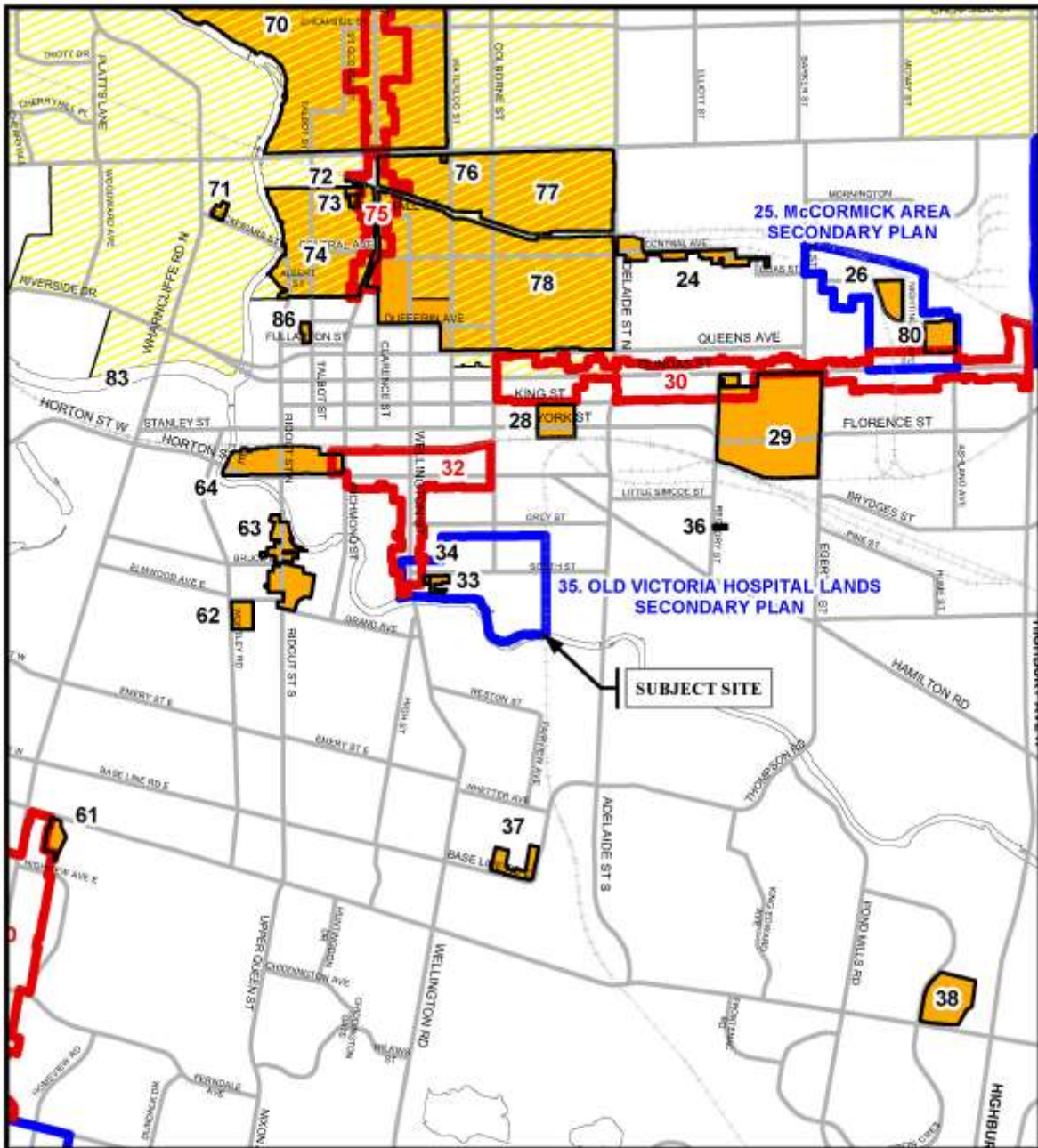
File Number: O-9223 & Z-9224

Planner: CL

Technician: RC

Date: August 26, 2020

Project Location: E:\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxd\Z-9224-Map1-PlaceTypes.mxd



LEGEND

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

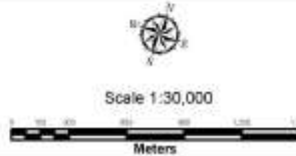
BASE MAP FEATURES

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

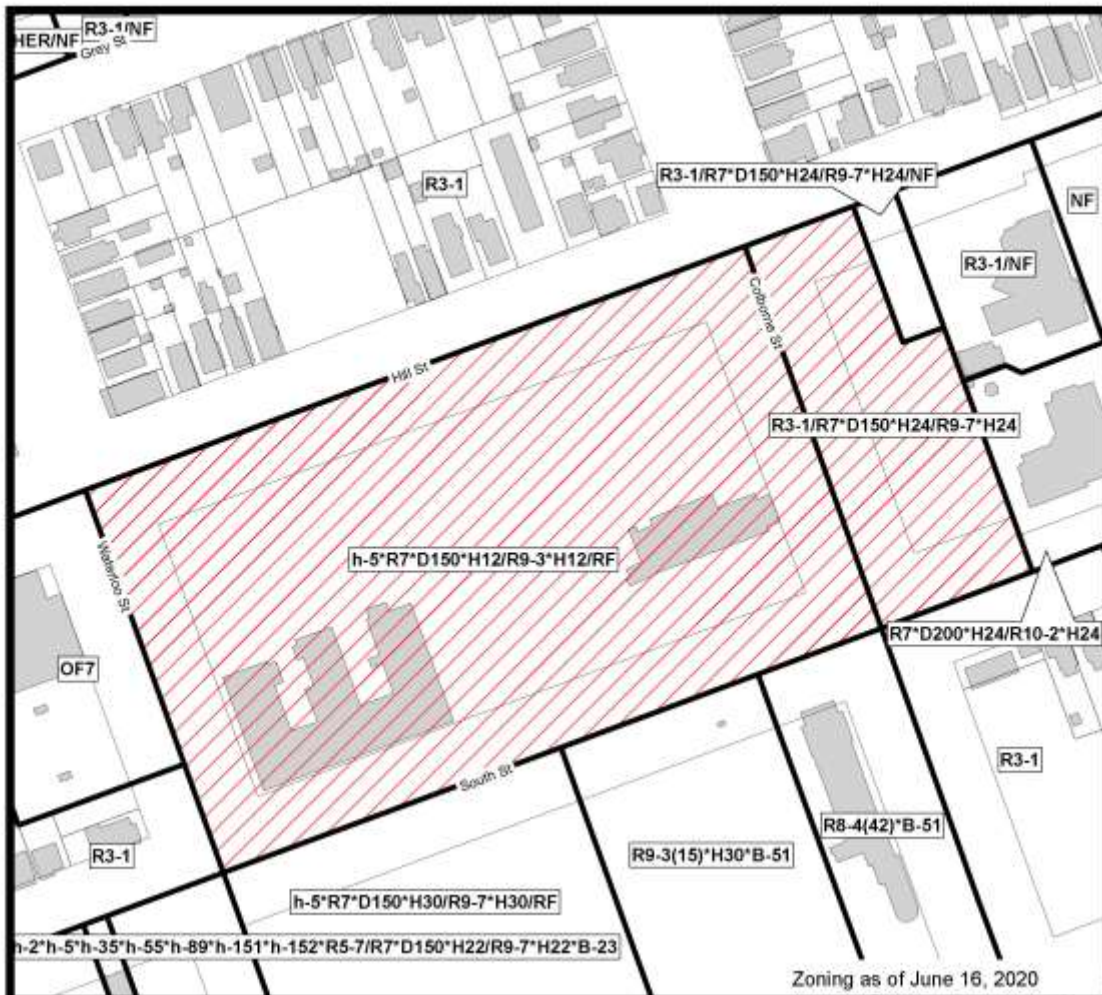
This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations

CITY OF LONDON
 Planning Services /
 Development Services

LONDON PLAN MAP 7
- SPECIFIC POLICY AREAS -
 PREPARED BY: Planning Services



FILE NUMBER: O-9223
PLANNER: CL
TECHNICIAN: RC
DATE: 8/25/2020



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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-9224 CL

MAP PREPARED:
 2020/08/26 rc



Additional Reports

June 17, 2014: Report to Planning and Environment Committee – Old Victoria Hospital Lands Secondary Plan and Associated Official Plan Amendments and Old Victoria Hospital Lands Zoning Study (O-8158/Z-8344)

October 7, 2014: Report to Planning and Environment Committee – City of London Old Victoria Hospital Lands Zoning Study (Z-8344)

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development & Compliance Services &
Chief Building Official

Subject: GWL Realty Advisors
556 Wellington Street

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions **BE TAKEN** with respect to the application of GWL Realty Advisors relating to the property located at 556 Wellington Street:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of two buildings containing a total of 405 units; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

Executive Summary

Summary of Request

The development for consideration consists of two apartment buildings on the east side of Wellington Street at Wolfe Street, with a total of 405 residential units and a total of 550 parking spaces. The units and parking are provided in two buildings. The first building fronting onto Wellington is 18 storeys tall with 17-storeys of residential above one-storey of retail, and 264 underground parking spaces. The second building in the rear of the site is 12 storeys tall with seven-storeys of residential above a five-storey parking structure, containing 286 parking spaces. The site is to be developed with municipal services from Wellington Street and vehicular access from Wolfe Street. The development proposal is subject to a public site plan meeting in accordance with the policies of the *West Woodfield Heritage Conservation District Plan*.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to report to the Approval Authority any issues or concerns raised at the public meeting with respect to the application for the Site Plan Approval.

It being noted

1. With the exception of minor drawing amendments that will be required prior to Site Plan Approval, the proposed Site Plan could comply with the Downtown Area (DA1(1)) Zone that is in full force and effect that permits a high rise development on the property.
2. On June 13, 2019 conditional Site Plan Control Approval was granted, subject to the applicant satisfying their conditions of approval. Prior to Site Plan approval, minor revisions are required to the proposed site plan, landscape plan and elevations that will result in development that is in compliance with the Site Plan Control By-law, and Zoning By-law, noted above, and the successful receipt of a Heritage Alteration Permit is required.

1.0 Site at a Glance

1.1 Property Description

The development for consideration consists of 2 apartment buildings on the east side of Wellington Street at Wolfe, for a total of 405 residential units and a total of 550 parking spaces. The proposed development is comprised of two buildings with a total density of 660 units per hectare. The first building fronting onto Wellington is 18 storeys tall with 17-storeys of residential above 1-storey of retail. The second building in the rear of the site without street frontage is 12 storeys tall with 7-storeys of residential above a 5-storey parking structure. The site is to be developed with municipal services from Wellington Street and vehicular access from Wolfe Street. The development proposal is subject to a public site plan meeting in accordance with the policies of the West Woodfield Heritage Conservation District Plan.

1.2 Current Planning Information (See Appendix 'D')

- 1989 Official Plan Designation – Office Area
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Downtown Area (DA1(1)) with a special provision to permit a Convention Centre.

1.3 Site Characteristics

- Current Land Use – Commercial parking lot with a total of 204 parking spaces
- Frontage – 86.0 metres
- Depth – 104.3 metres
- Area – 0.61 ha (6070 m²)
- Shape – L-shaped.

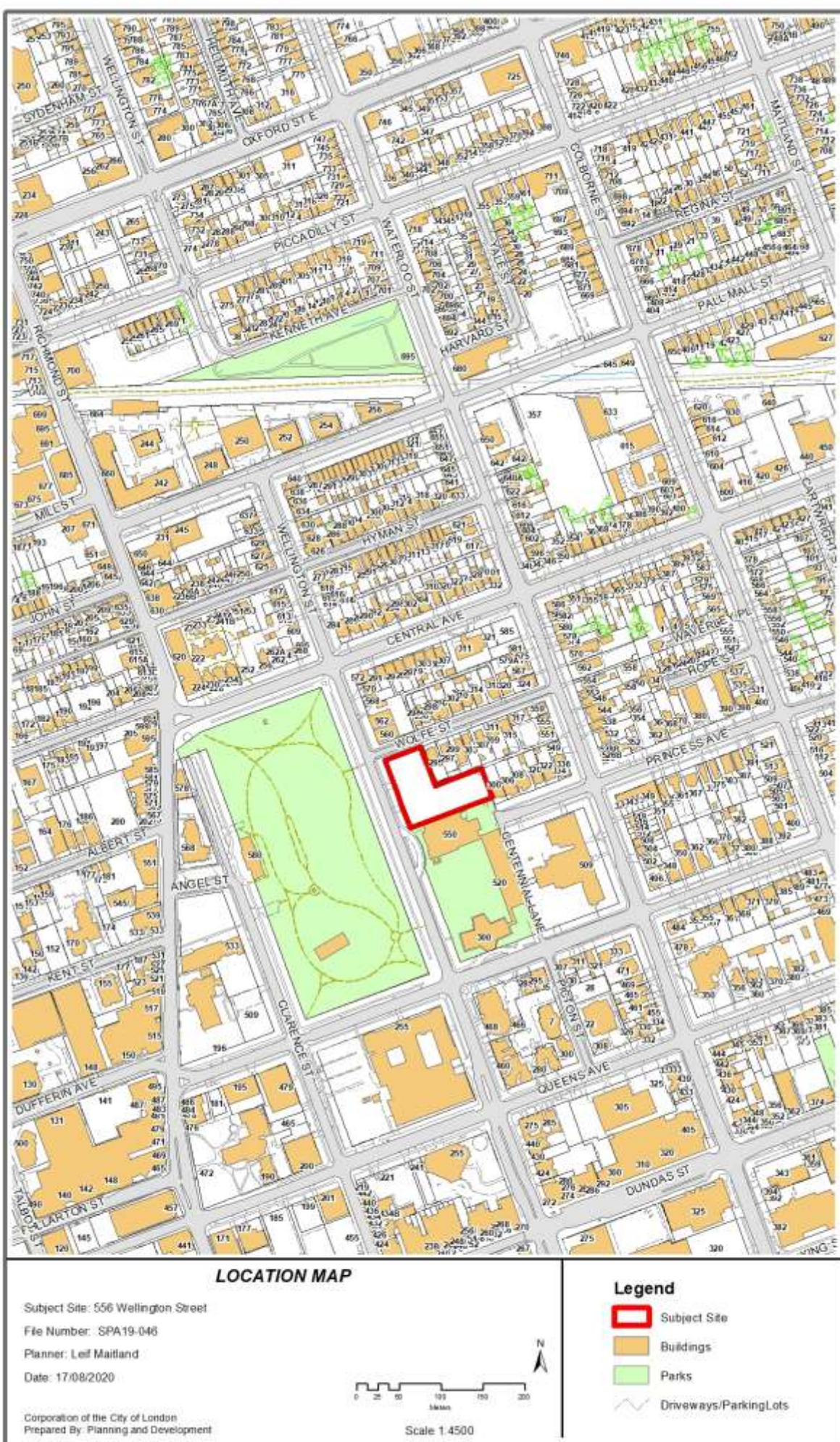
1.4 Surrounding Land Uses

- North – Five-storey Office and two and a half storey detached dwellings
- East – Three-storey Office/Residential building and three-storey detached dwellings
- South – Centennial Hall – institutional venue
- West – Victoria park - regional park bounded by Dufferin Avenue, Clarence Street, Central Avenue and Wellington Street

1.5 Intensification

- 405 units within the Built-area Boundary
- 405 units within the Primary Transit Area

1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The development for consideration has a total of 405 apartment units in two apartment buildings, and a total of 1370m² commercial floor area in one of the buildings. One building is to contain 17 storeys of residential above one storey of commercial fronting on Wellington, and two levels of underground parking. The second building proposed is to contain seven storeys of residential above five storeys of parking in the rear of the property without direct frontage.

The buildings are proposed in a tiered formation with step-backs to distinguish the tiers and a number of material changes. The front building has a two-storey podium followed by tiers of 3, 5, 3, 2, 2, 1 and 1 storey in height. The rear building has five storeys of parking, the first four in the same architectural wrap, followed by residential tiers of 2, 2, 2 and 1 storey in height.

The front building is primarily clad in pre-cast concrete in a number of finishes up to the fifth storey, clad in EIFS panels from storey 6 to 13 and a mixture of clear and spandrel glazing above. The rear building is clad primarily in pre-cast concrete up to the 5 storey a mix of a spandrel and clear glazing on the top three-storeys and a combination of primarily spandrel glazing and primarily pre-cast section in between. Red brick is used in the development but its use is limited to the podium of the front building.

Automobile parking is provided in the form of 550 parking spaces both in two below grade levels and in five-storeys of structured parking in the rear building. This is in excess of 16 parking spaces required by the by-law to service the commercial uses.

The buildings are situated near the property limits on the site. The front building is located 0.7m from Wellington Street and 0.35m from Wolfe Street. The rear building is site 0.6m from the easterly (rear), 0.5m from the northerly property line and 0.2m from the southerly property line (both interior side).

Detailed plans of the development are contained in Appendix 'A' of this report.

3.0 Relevant Background

3.1 Planning History

The site was zoned to permit a convention centre in 1993 in an effort by Municipal Council at the time to create a number of location options for the Convention Centre being sought. The zoning that was approved at this time, Downtown Area DA1(1), is in effect for the site.

The West Woodfield Heritage Conservation District Plan and Guideline document (Plan) was approved in 2008. The heritage alteration permit process is the main tool by which the City of London implements the goals and objectives of the Plan. It provides the City with the ability to regulate and guide development within West Woodfield to maintain the character of the District and the intent of this Plan. The City Hall Precinct, which includes 556 Wellington Street (the subject lands), acknowledges "enormous development potential" in the future given the Downtown Area DA1(1) zoning permissions. The policies and guidelines of the Plan serves to guide potential development that is respectful of the heritage character of the district, yet, "is not too restrictive to the potential of the site".

The City of London is currently undertaking a secondary plan review for the Victoria Park Precinct, in which the subject lands are included. Following a public meeting at the Planning and Environment Committee on February 3, 2020, the draft of the secondary plan was referred to City staff for further public review and engagement. The draft versions of the proposed secondary plan contemplates high intensity forms of

development on the subject lands. At present the secondary plan has no policy status.

On May 16, 2019, the subject application of this report, being a Site Plan Control Application (file no. SPA19-046) for a 408-unit apartment development, was received by the City of London. Conditional approval was issued on June 13, 2019. Only the policy, guidelines and zoning in effect at the time of the submission of an application can be considered by the Approval Authority.

3.3 Community Engagement (see more detail in Appendix B)

Notice of Application

On July 3, 2019 Notice of Application was posted in the *Londoner*, and circulated to landowners within 120m of the subject lands

Notice of Public Meeting

On September 3, 2020 Notice of Public Meeting was posted in the *Londoner*, and circulated by regular mail to 20 landowners within 120m of the subject lands, and those who had identified themselves as interested parties following notice of application.

Comments

Eleven responses were received; all but two were in opposition to the development proceeding. Of note, two respondents provided archaeological information that would support further investigations proceeding prior to an approval.

All comments received are available in Appendix “B”

3.4 Policy Context

Provincial Policy Statement, 2014 (PPS)

The PPS encourages intensification and redevelopment where it can be accommodated, which takes into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3 PPS). The proposal will redevelop an underutilized site that has full access to municipal services at the edge of the downtown. Land use within settlement areas shall be based on densities that efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities that are planned or available and support active transportation ((1.1.3.2.a) & 1.4.3.d)). The proposal efficiently utilizes public services adjacent to an established neighbourhood. Further, the proposed redevelopment will assist in achieving an established intensification target for built up areas, consistent with the goals of Municipal Council and in accordance with the PPS (1.1.3.5).

The proposed development is consistent with the policies of the PPS as it will facilitate the redevelopment of an underutilized site within a settlement area. The proposed redevelopment introduces an efficient form of development along an existing Civic Boulevard (Arterial). No new roads or infrastructure are required to service the site, therefore the development makes efficient use of existing services. As such, the proposal is consistent with the intensification policies of the PPS.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for

the purposes of this planning application.

The subject site is located within the Neighbourhoods Place Type on a Civic Boulevard as identified by *The London Plan*.

The Our Strategy section of *The London Plan* establishes key directions to guide planning and development in our neighbourhoods. The proposal seeks to achieve key directions by developing housing options within close proximity to employment lands. Additionally, the proposal seeks to build a mixed-use compact city by providing a development that achieves a compact, contiguous pattern of growth by developing inward and upward; and intensifying development within the Urban Growth Boundary to protect valuable agricultural lands.

The Neighbourhoods Place Type and City Design policies of the plan seeks to create a strong neighbourhood character, sense of place and identity. The proposal does not respond to the planned character for the place type and a number of the City Design policies which direct the appropriate approach to high-rise development.

Taking the applicable policies into consideration (as expanded on in section 4.0), the development would not be considered to be in conformity with *The London Plan*.

1989 Official Plan

The subject site is designated Office Area in the 1989 Official Plan, which permits offices within purpose-designed office buildings, and buildings converted for office use and contemplates secondary uses which may be permitted as accessory to offices including eat-in restaurants; financial institutions; personal services; day care centres; pharmacies; laboratories; and clinics. Regarding form the policies direct that office buildings in Office Area designations shall be low to medium rise in height, and of a scale that will minimize the impact on, and can be integrated with, surrounding uses. Office buildings shall be permitted up to a medium scale in the Office Area designation.

The proposal is not in conformity with the Official Plan (1989); however, the Downtown DA1(1) Zoning that is in effect prevails over the Official Plan.

Z.-1 Zoning By-law

The subject lands are zoned Downtown Area DA1(1). The DA1(1) Zone permits dwelling units above the second storey and a wide variety of commercial uses in the ground floor. A maximum height of 90.0 metres (approximately 30storeys), is permitted along with 100 percent lot coverage and 0.0m setbacks, whereas the proposed development is for two buildings with heights of 18 and 12 storeys, respectively, and a lot coverage of 80 percent. For the residential portion of the building there is a setback requirement of 1.2 metres (3.9 feet) per 3.metres (9.8 feet) of main building height or a fraction thereof above 15 metres (49.2 feet). This setback as shown on the drawings is not met by the proposal at this time, however could be, given minor drawing amendments (see 4.3 below).

The building is located within parking standard area 1 and the Downtown Area, with no parking requirements for residential uses and 1/90 square metre for residential uses for a total of 16 required spaces. The 550 provide parking spaces exceeds the parking requirements for the site; however, as the parking requirement is a minimum the proposed number of parking spaces does not contravene the Zoning By-law.

4.0 Key Issues and Considerations

4.1 Use

The proposed use of a mixed-use high rise apartment building of 18 storeys and a second 12-storey apartment building with five storeys of structure parking are permitted under the applicable DA1(1) Zone. The dwelling units at grade are “restricted to the rear portion of the ground floor or on the second floor or above” as provided in the proposal. The DA1(1) Zone that is in full force and effect is the prevailing regulatory tool to assess the use permitted on this site contrary to the policies of *The London Plan* and 1989 Official Plan.

The London Plan policies applicable to the site would limit development to four storeys (or up to six storeys with bonusing) in a low-rise apartment building form, given the location on a Civic Boulevard within the Neighbourhoods Place Type. Commercial uses are not contemplated at this location by the policies of *The London Plan*.

The uses contemplated under the 1989 Official Plan would be limited to office uses of a medium scale, and as such the proposal is not in keeping with the direction provided by that plan.

4.2 Intensity

The proposal for 405 residential units and 550 parking spaces would not be achievable in a four storey (six-storey with bonusing) apartment building as contemplated by *The London Plan* at this location.

The site is also subject to policy of 1034* of *The London Plan* regarding the Woodfield Neighbourhood. That policy notes that: “it is a policy of this Plan to maintain the Woodfield Neighbourhood as a low-rise residential area.”

The Downtown Area zone does not provide a maximum residential intensity – as measured through density in units per hectare – without additional site specific regulation. It is, however, one of the most wide-ranging and permissive zones in the city, contemplating the greatest level of intensity of all residential and commercial zones. No site specific regulation on this site limits the maximum density in units per hectare. The setbacks, step-back and heights provide the only regulatory limit on intensity for this property.

4.3 Form

Under the Neighbourhoods Place Type within *The London Plan*, new residential development is limited at this location to six storeys with bonusing. Both proposed buildings exceed this policy limit; however, additional policies and guidelines on building form apply to each.

For high-rise buildings, the City Design policies (293* specifically) direct that such buildings be designed with slender towers and a maximum floor plate of 1000 square metre is recommended. For the front building the first floor above the podium (3rd floor) the floor plate is 2400 square metre approx., and continues to exceed the recommended 1000 square metre on all floors until the 15th. The rear building also exceeds the recommended floor plate for the first 4 floors of residential use. To minimize the massing and shadow impacts of the two buildings, the Applicant has incorporated multiple step-backs to mitigate impacts on the surrounding low-rise neighbourhood. The tiered formation of the buildings also reflects Zoning requirements.

Form in relation to the existing neighbourhood is another policy requirement for consideration. Specifically policy 298* reads “appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.” While the DA1(1) Zone regulations permit 0.0m setbacks, Staff has requested the applicant to provide screening, in particular vegetated landscape

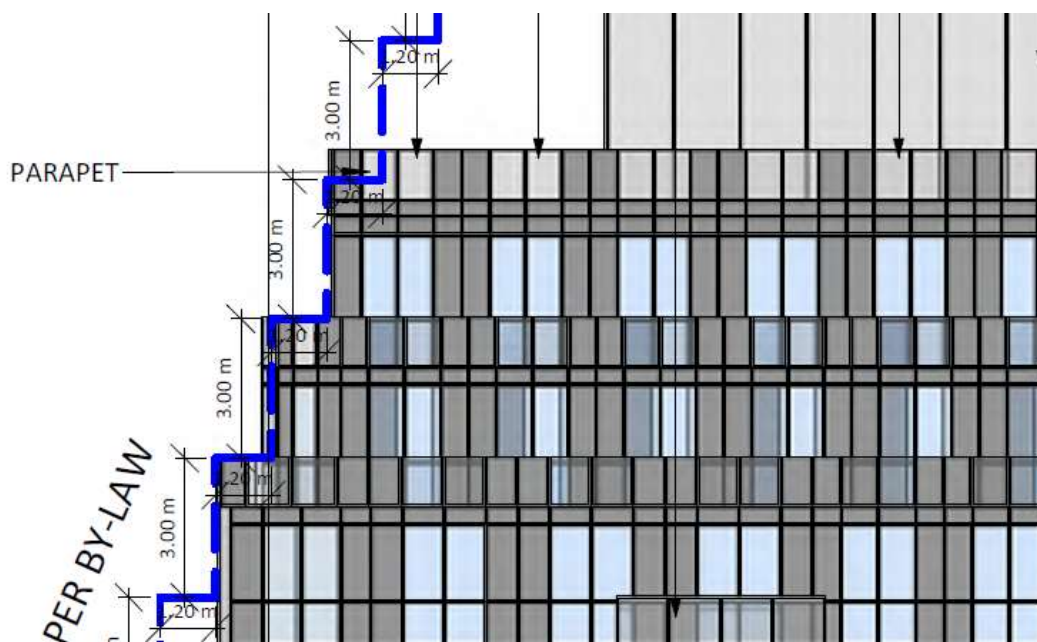
treatment, in recognition that at this location the proposed development has an interface with different development types surrounding the identified lands. The setback would also recognize the interface with the adjacent heritage properties and aid in transition from a low-rise character to more intensive development. As of the writing of this report, the Applicant has submitted elevation and plans that support an increased setback and vegetative screen along the most easterly boundary.

Considerations of building form for the Heritage Alteration Permit are Sections 5.10, 8.1, and 8.2 of the West Woodfield Heritage Conservation District Plan that provides heritage guidelines for new and infill construction. Those relevant to this application include the following:

- "...for the design of new buildings taller than 3 floors, should be required to provide an adequate transition to neighbouring building types and heights, as well as being sensitive to the quality of the elevation contributed to the rest of the street." (*WW-HCD Plan*, 8.1.9).
- New development shall be sensitive to and compatible with adjacent heritage resources on the street with respect to height, massing, built form and materials." (*WW-HCD Plan*, 8.2.7.3)

As indicated above, the Applicant has incorporated multiple step-backs, and an increased setback from the east property limit to mitigate impacts on the surrounding low-rise neighbourhood.

There are some minor Zoning discrepancies that can be addressed without significant redesign. The requirement to meet 20.3.3 of the Zoning By-law limits the height and step-back at any given point on the property. The minor adjustment that is required to comply with Zoning is illustrated on the below elevation underlay with the blue broken line to show the specific locations requiring adjustments. In this case, height being defined as "the highest point of the roof surface or parapet wall".



This development proposal has been before the Urban Design Peer Review Panel, on May 15, 2019, at which time the Panel indicated support of the building siting and orientation along Wellington Street, and stated that "the use of glazing and solid materials at the podium level appear to create an appropriately scaled urban experience at the street level". The Panel offered suggestions regarding the towers height and benefits with a reduction/simplification of the "stepping" treatment. The Panel also suggested further revisions to the parking garage design to better incorporate the structure into the overall development. The Panel recommendations are included herein as part of Appendix "C".

4.4 Archaeology

The subject lands have been identified as having archaeological potential through the City's archaeological master plan. Clearance is required prior to site plan approval. Staff have been informed by the applicant that archaeological work is complete and with the Ministry for review. Final site plan approval will be contingent on the results and recommendations of the archaeological review and associated findings.

4.5 Heritage Status and Heritage Alteration Permit (HAP)

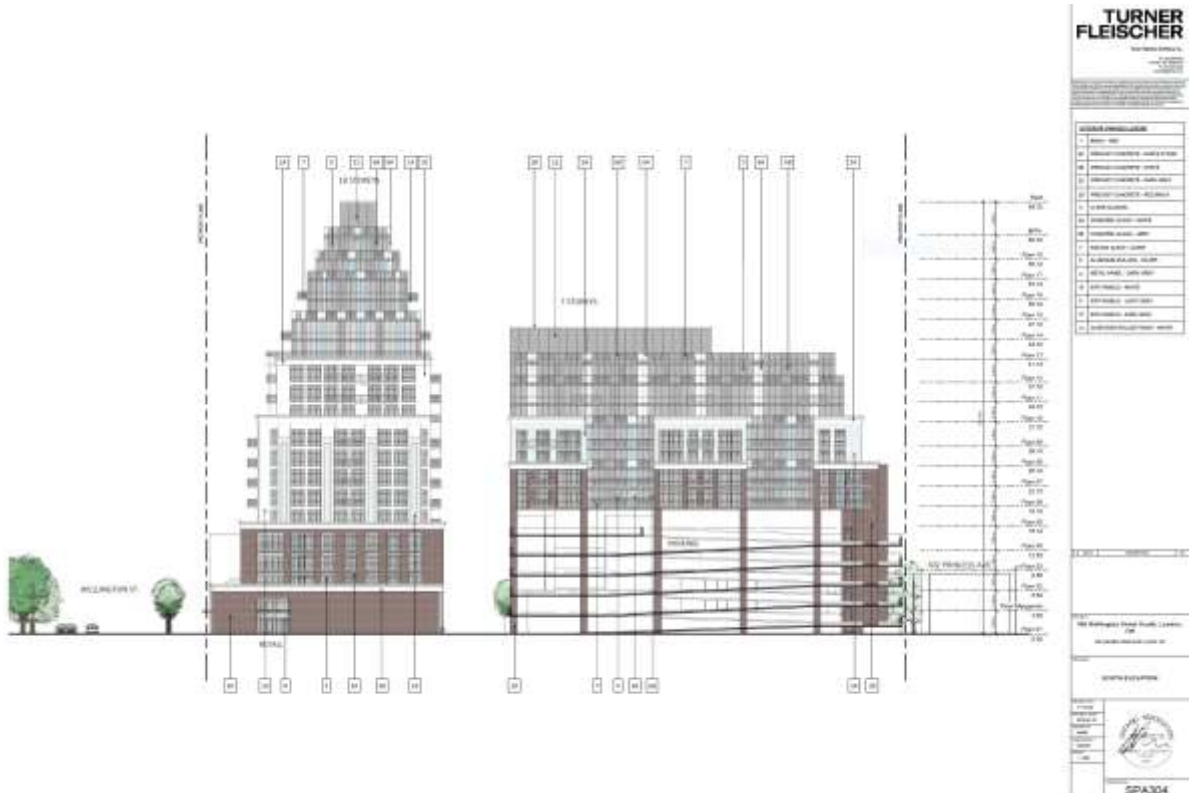
The property at 556 Wellington Street is a heritage designated property located within the West Woodfield Heritage Conservation District (WW-HCD), which was designated pursuant to Part V of the *Ontario Heritage Act (OHA)* in 2009. As per the *Provincial Policy Statement-2014*, the *Ontario Heritage Act*, and *The London Plan*, heritage resources are to be conserved and impacts evaluated. For evaluation purposes, a heritage impact assessment (HIA) was submitted by Golder Associates Ltd., dated May 13, 2019. In addition, in accordance with Section 42 of the *Ontario Heritage Act*, the property owner has applied for a heritage alteration permit (HAP) to allow the construction of the proposed development on the subject site.

The HAP was considered by the London Advisory Committee on Heritage (LACH) at its meeting on September 10, 2020, and the report from LACH is an agenda item on the September 21, 2020 Planning and Environment Committee meeting to be considered by Committee and Council together with this report. The issuance of a Heritage Alteration Permit is a requirement of Site Plan Approval and building permit.

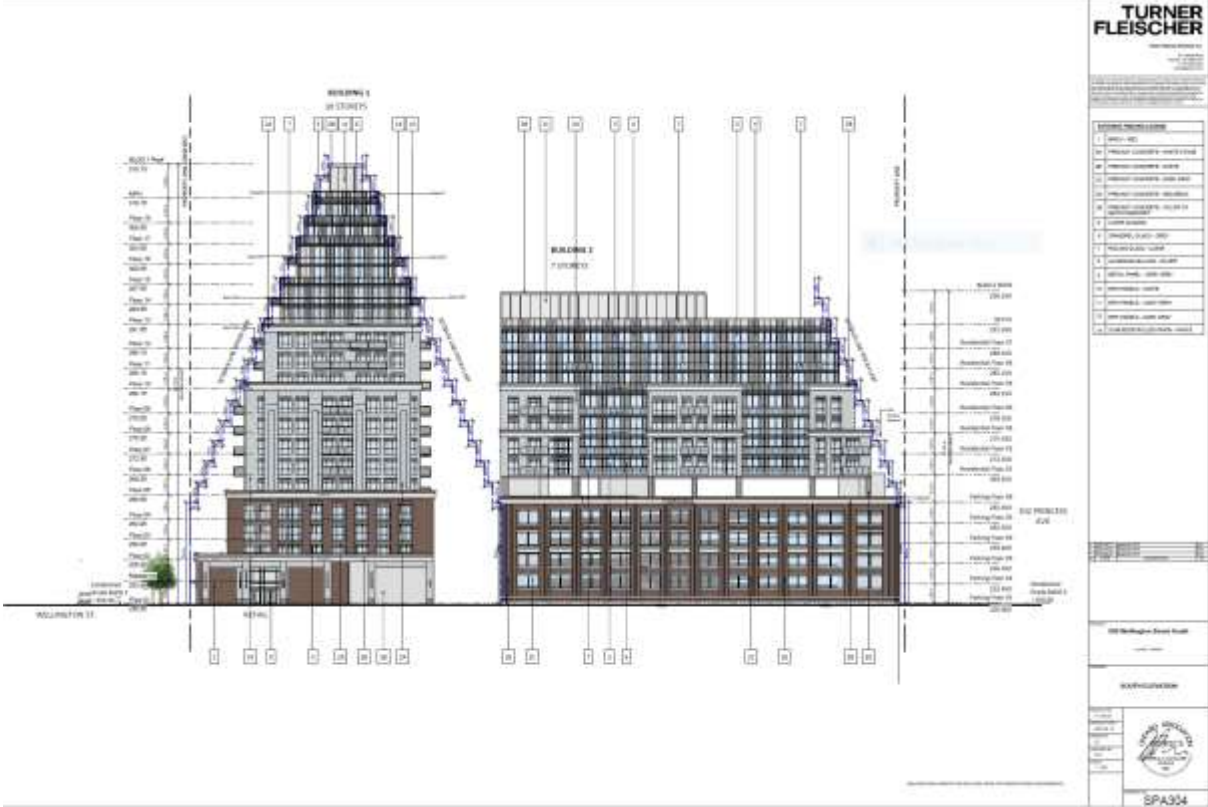
Throughout the Site Plan review, staff have requested that consideration be given to establishing a transition in height from the new development to the adjacent lower scale neighbouring building typologies that is compliant with the intent and direction of goals, objectives, policies and guidelines of the *WW HCD Plan (5.10.2)*. These requests have been made noting that the *WW HCD Plan (5.10.2)* suggests 8 to 10 storeys may be appropriate for new development in this location given the adjacent low-rise neighbourhood character. The *WW HDC Plan*, however, does not prescribe height restrictions and the language used related to heights does pose implementation challenges, especially in relation to the zoning permissions available to the site.

4.6 Elevations

Through the various iterations between first and fifth submissions of the Site Plan, the Applicant has demonstrated movement towards addressing identified transition and interface issues between the proposed development with the predominantly low-rise character of the existing neighbourhood that surrounds the subject site. The below comparison illustrates the nature of the changes.



South Elevation: First Submission, May 16, 2019



South Elevation: Fifth Submission, August 12, 2020

At the time of the writing of this report, the Applicant further demonstrated their willingness to address a requirement of the Site Plan Control By-law by increasing the most easterly side yard setback of the rear building from 0.6 m to 3.0 metres and to incorporate landscape screening. The intent of the submitted revision is to address the interface between the parking garage and the existing residential dwelling located at 300 Princess Avenue. The south elevation, below, depicts the newly revised 3.0 metre setback, and the landscape plan shows the addition of trees and vegetated plantings in within the identified 3.0 metre side yard. Notwithstanding that the recent revision still requires review by Staff, the intent is to show the progressive movement by the Applicant to address an identified interface issue.

4.7 Parking

Automobile parking is provided by 550 parking spaces both in two below grade levels and in five-storeys of structured parking in the rear building. This is in excess of 16 parking spaces required by the by-law to service the commercial uses. Were the site not zoned DA1 at this location and residential parking was required, the parking provided would still include 129 additional spaces beyond the one per unit benchmark (534 minus 405 at one space per unit).

Section 6.2 of the Site Plan Control By-law identifies the intent of limiting impacts of parking areas on neighbours. Further, Section 6.5 of the Site Plan Control By-law directs parking structures to include architectural treatment and landscaping to soften the impact to surrounding property. As noted in the section on Elevation, above, the Applicant is proposing to increase the most easterly side yard setback to 3.0 metres and incorporate a vegetated landscape treatment to address the interface between the proposed parking garage and existing residential building, located at 300 Princess Street. In addition, as illustrated in the fifth submission, above, the Applicant has modified the design and material of the parking garage in precast concrete coloured to match the masonry at the ground level of the front building.

4.8 Outstanding Site Plan Comments

Fourth submission site plan control comments were provided to the applicant May 29, 2020. The fifth submission, submitted on August 12, 2020, is under review. Outstanding requirements include the following:

- Archaeological clearance is required from Ministry of Tourism, Culture and Sport prior to approval of plans and registration of Development Agreement.
- Issuance of a Heritage Alteration Permit prior to approval of plans and registration of Development Agreement.
- Drawing amendments for the parapets to comply with the Zoning requirements, as illustrated above.
- Address the architectural detail (as it relates to materials, windows, and doors) on the southwest corner of the front building in keeping with the west and north facades, and northwest corner treatment. Noting that as part of the 5th submission package the southwest corner has incorporated additional features matching those on the northwest corner to tie the building ends together.
- Elements to limit the impacts of the rear building parking structure on the immediate neighbours, in accordance with Section 6.2 and 6.5 of the Site Plan Control By-law. Noting that as of the writing of this report the Applicant submitted a revision that shows a 3.0 metre setback and landscape treatment along the east property limit.
- Revise internal water hydrant in accordance with the Ontario Building Code.
- Warning clauses for noise are to be included in the Development Agreement following the findings of the Noise Study.

5.0 Conclusion

The proposed Site Plan is consistent with the intensification policies of the Provincial Policy Statement. The proposal is not supported in terms of use or form by either The London Plan or the City of London Official Plan, 1989. Notwithstanding the Official Plan policy framework, the application has been reviewed in accordance with the Z.-1 Zoning By-law, and, as proposed, complies with the use provisions. With minor drawing amendments the Applicant could achieve the required step-back and height regulations of the Zoning By-law. Prior to Site Plan approval, further revisions are required to the proposed site plan, landscape plan and elevations that will result in development that is in compliance with the Site Plan Control By-law; archaeological clearance is required from the Ministry of Tourism, Culture and Sport; and the issuance of a Heritage Alteration Permit is required.

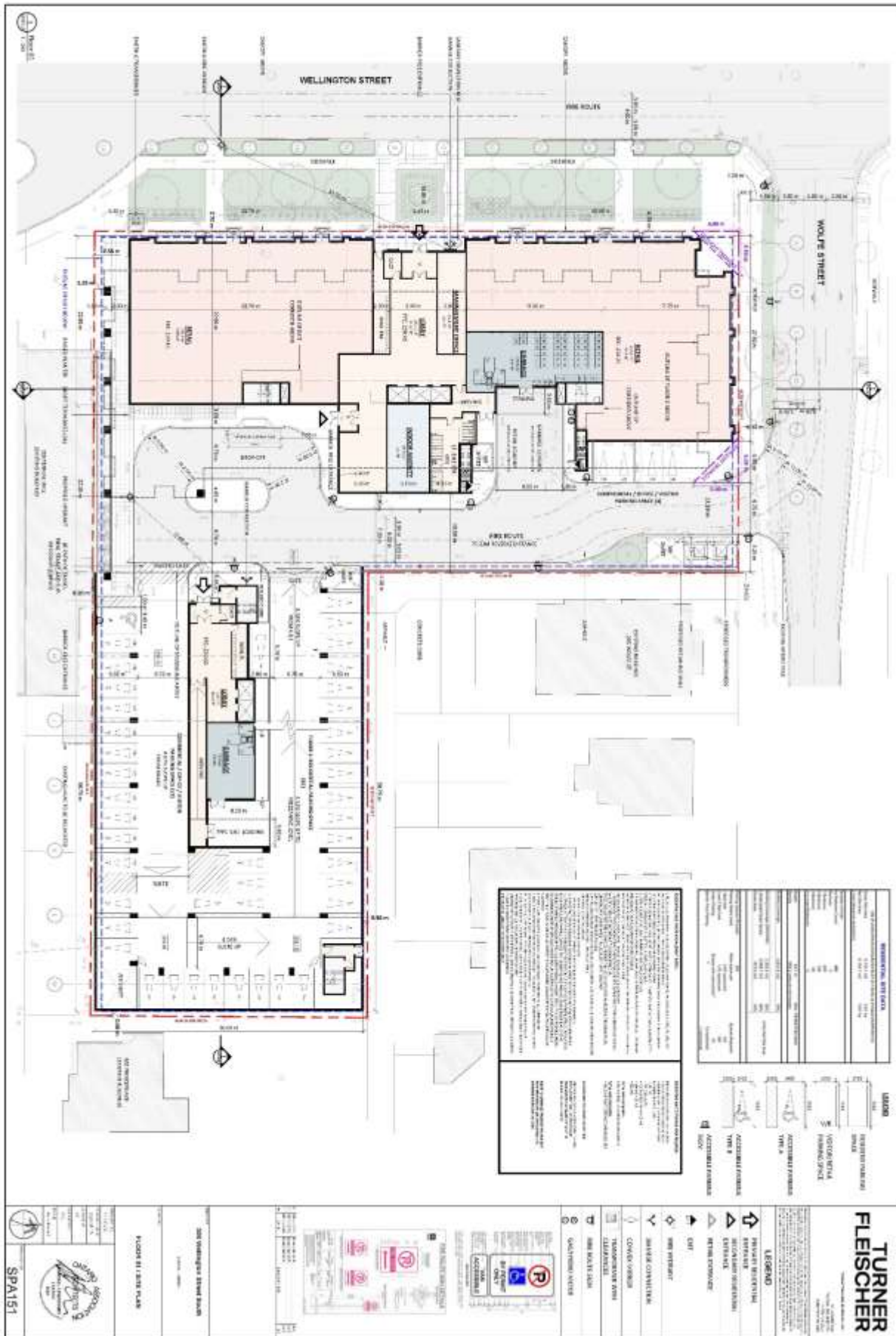
Prepared by:	Leif Maitland Site Development Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.Eng. Managing Director, Development and Compliance Services & Chief Building Official
<p>The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.</p>	

September 14, 2020
LM/mp

CC: Heather McNeely, Manager, Development Services (Site Plan)
Michael Pease, Manager, Development Planning
Ismail Abushehada, Manager, Development Engineering

Appendix A: Plans

Site Plan



GENERAL NOTES	
1.	ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER BUILDING BY-LAW AND THE BC BUILDING ACT.
2.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VANCOUVER.
3.	ALL UTILITIES SHALL BE LOCATED AND DEPTH MARKED PRIOR TO CONSTRUCTION.
4.	THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5.	ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF VANCOUVER.
6.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
7.	ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
8.	THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL CONSTRUCTION ACTIVITIES.
9.	ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE NATIONAL BUILDING CODE OF CANADA.
10.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND UTILITIES.

LEGEND	
	PROPOSED BUILDING
	EXISTING BUILDING
	PROPOSED PARKING
	EXISTING PARKING
	PROPOSED LANDSCAPING
	EXISTING LANDSCAPING
	PROPOSED UTILITY
	EXISTING UTILITY
	PROPOSED ACCESS
	EXISTING ACCESS

TURNER FLEISCHER
 ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 1000
 VANCOUVER, BC V6H 1T1
 TEL: 604.681.1111
 WWW.TURNERFLEISCHER.COM

SPA151

Appendix B – Public Engagement

Nature of Liaison

On July 3, 2019 Notice of Application was posted in the Londoner, and circulated to landowners within 120m of the subject lands

The purpose and effect of this proposal is to develop the subject lands, as shown on the attached plan. The Site Plan, as proposed, would result in an 18 storey residential apartment building with commercial space on the first storey along Wellington Street, and a 12 storey residential apartment building at the rear of the property including a 5 storey parkade at the base.

Comments Received

Re: Notice of Application for Approval of a Site Plan Control Application,
File # SPA19-046
Municipal Address: 556 Wellington Street

I would like to bring to attention that the property subject to the site plan control application (File # SPA19-046), located at the southeast corner of Wellington and Wolfe Streets, relates to a known and registered archaeological site (AfHh-244 – the Victoria Park site). The Victoria Park site includes lands that formed part of the occupation by the British Military Garrison, dating from 1837 through to 1869, in what is now the City of London. More specifically, the property in question is known to be location of what is termed the “Log Barracks.”

The Victoria Park site is a site of extreme historical and archaeological importance. Not only is it of local and regional significance, but it is also of provincial and national importance. At the time it was established, the London garrison was the largest British force in Canada west of Toronto. It played a crucial role in the security of the region in the mid 19th century, from the months following the Rebellion of 1837 through the period of the American Civil War and the Fenian Raids of the 1860s. The last years of the barracks post-date the withdrawal of the troops and pertain to civilian uses of the complex, including the use of the political evolution of the region, from the transition of Upper Canada to Canada West, and the establishment of the Dominion of Canada and the Province of Ontario.

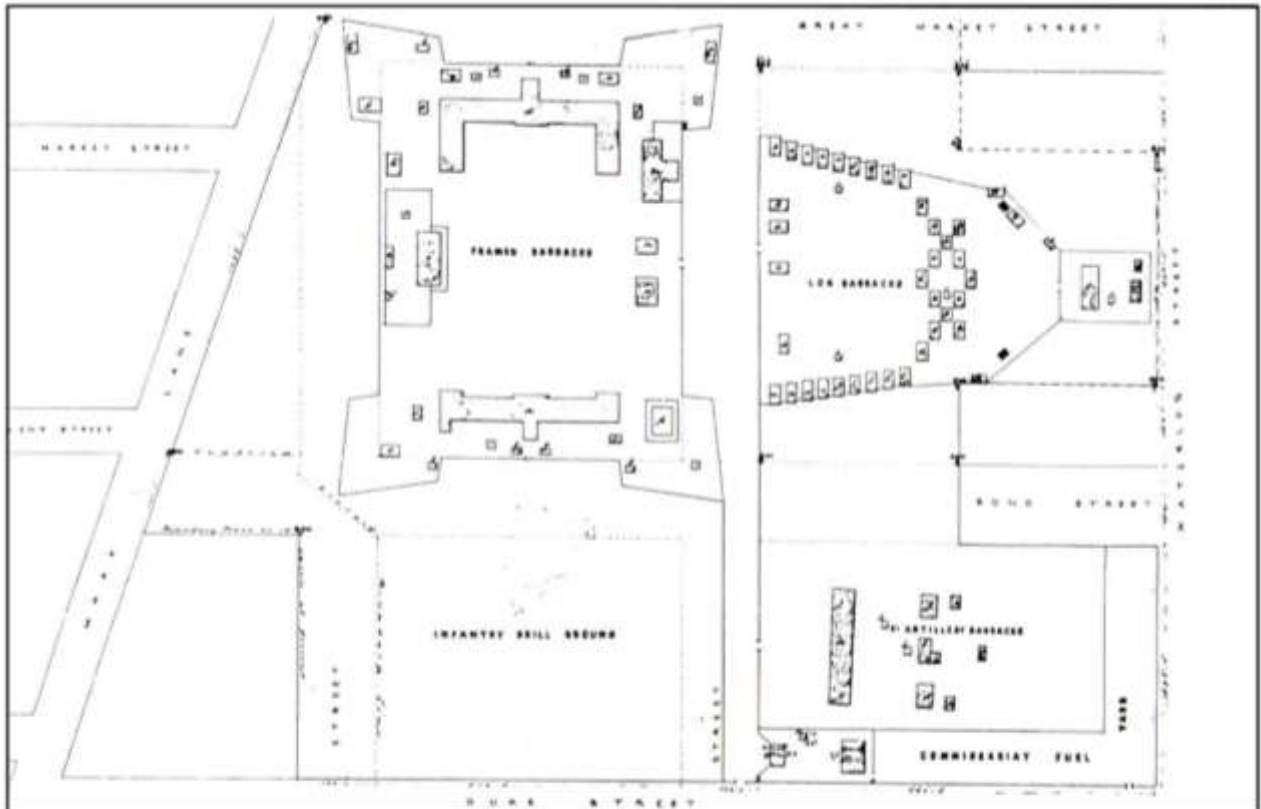
Of relevance to the approval application for the proposed 18 storey building, the subject property is located in an area deemed of high archaeological potential, as noted in the 2017 City of London Archaeological Management Plan. As is shown in the 1849, 1850 and 1867 Plans for the British Military Garrison, what is currently the Kiwanis parking lot was home to the Log Barracks (see attached). As has been proven with past archaeological investigations and having been involved with those investigations on and off for the last 20 years in the adjacent Victoria Park, it is known that there is most certainly remnants of the Log Barracks and of the occupation of the lands by the British Military Garrison beneath the existing Kiwanis parking lot, which forms the subject property. Not only will there be building footprints, but also there is a very high potential for other cultural features such as middens (refuse disposal areas), privies (outhouses), wells, drains and other unknown structures that do not appear on the surveys or site plans for the garrison.

The ultimate goal of archaeology is to preserve archaeological sites through avoidance, or to state otherwise, protect the site from development. To reiterate, the Victoria Park site is an archaeologically rich site with immense cultural heritage value and interest. As the subject property includes lands that relate to the British Military Garrison occupation, by default, it too may have equal significance and should be treated as such. Given this, I feel that it is the City’s responsibility to protect this valuable and irreplaceable archaeological resource and to consider it strongly in moving forward with the proposed site plan approval.

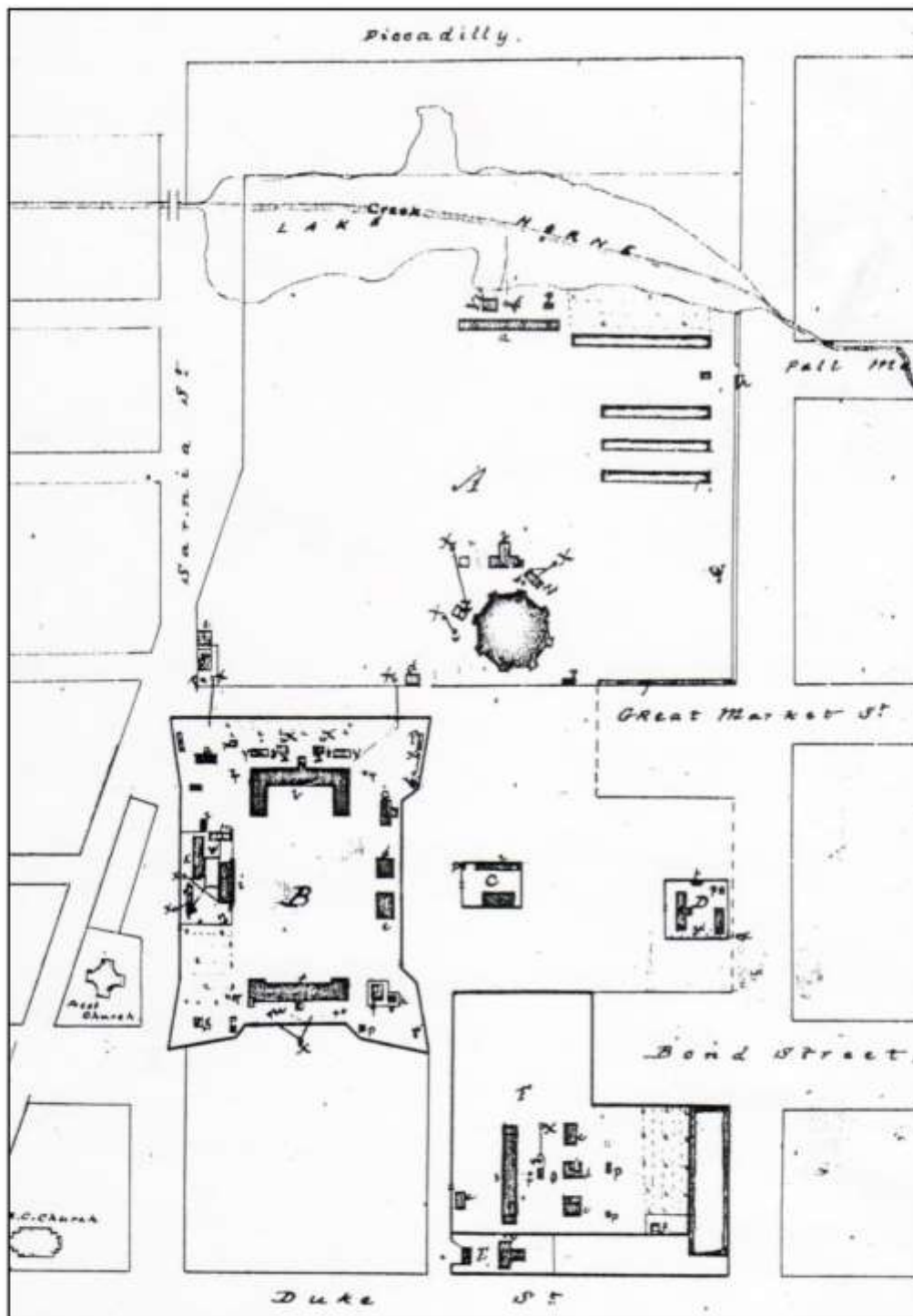
I would also recommend that, should the City decide to approve the plan, as part of the City's due diligence, inform the developer of the requirement to conduct an archaeological assessment and to make them aware of what this will entail and the need to plan for such an archaeological assessment in their construction schedule and budget.

Attached to this document are three military plans documenting the location of the Log Barracks. Also provided are select images of excavations at the Victoria Park site with the intent to demonstrate what lies beneath the pavement (and lawn) that remain intact. Sincerely,

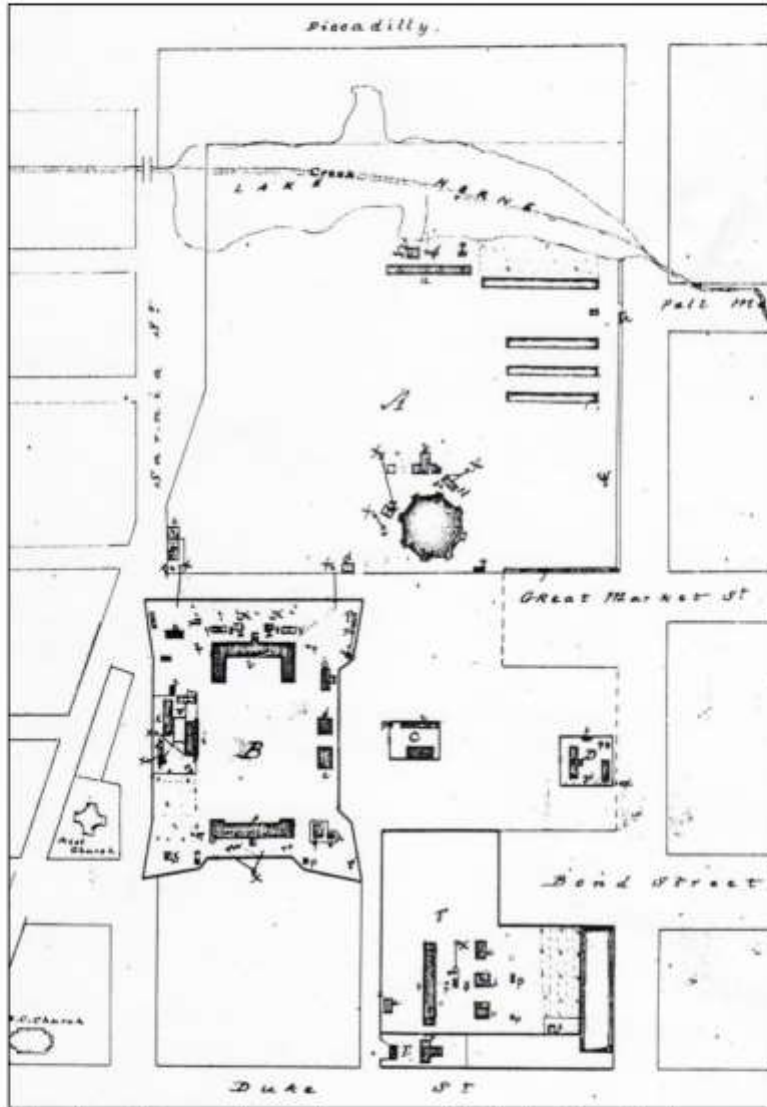
Sherri Pearce
Professional Archaeological Consulting Licence P316
90 Caprice Crescent, London, ON
N5V-3M2



1849 plan of the barracks. Great Market Street is now known as Central Avenue and Duke Street is Queen's Avenue.



The 1867 plan shows that some changes have occurred to the Log Barracks; however, buildings relating to the British Military Garrison are still present within the subject property.



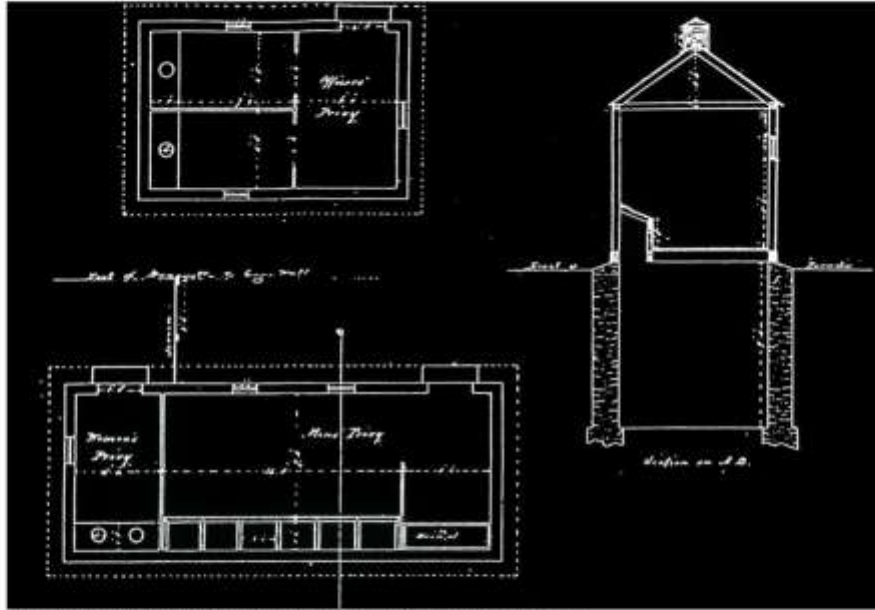
The 1867 plan shows that some changes have occurred to the Log Barracks; however, buildings relating to the British Military Garrison are still present within the subject property.



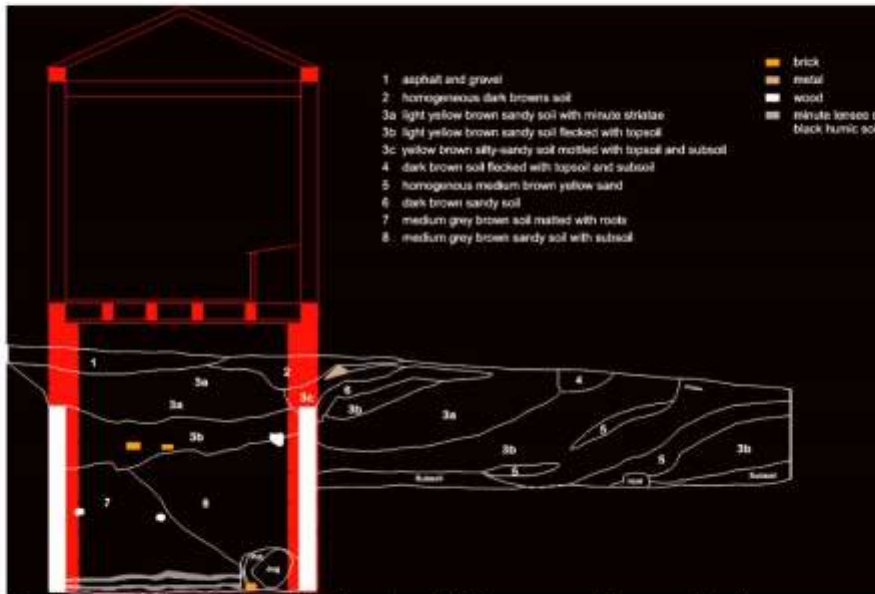
Floor of Stone Lined Cellar in Officers' Quarters.



Stone Lined Cellar in Hospital Compound.



1840 Plan of the Soldier's and Men's and Women's Privies.



Overlay of the plan for the soldier's privy with the excavated Feature 11 privy.



West wall profile of the Soldier's Privy (Feature 800: NW Corner, Victoria Park).



Officers' Privy – Loop Path, Victoria Park.

Good afternoon Mr. FitzGerald.

We are writing to provide some information on the documented archaeological remains that are of concern for test and mitigative excavations within the proposed construction of the residential and commercial development at 556 Wellington Street. It encompasses part of a very significant archaeological site: the mid 19th century British Military Log Barracks. The site will already have been red flagged as an important unregistered archaeological site by the archaeological master plan of the City of London.

The lands that will be impacted by the proposed development have been inaccessible to archaeological investigations for decades, ever since the Kiwanis parking lot was constructed. Prior to that, those lands consisted of large residential lots with mansions that fronted on Wellington Street, all of which had front and back yards. Given the land use history of this property, it is inevitable that the proposed development will contain a wealth of well-preserved archaeological resources. The same has been the case for every large downtown development in Ontario cities that has been the subject of an archaeological assessment, including the Talbot Block in London in the 1990s.

The attached details some of the concerns we have for the proposed development. For the record, my firm has no financial interest in the archaeological assessment of the property, as we retired from fieldwork in 2016.

Regards,

Dana Poulton and Christine Dodd,
D.R. Poulton & Associates Inc.

Enclosed:

Dan FitzGerald
Development Services,
6th Floor City Hall
City of London,
P.O. Box 5035,
London ON, N6A 4L9

July 29, 2019

RE: Municipal Address: 556 Wellington Street
GWL Realty Advisors/London Life Insurance Company c/o Zelinka Priamo Ltd.
File Number: SPA19-046

Dear Sir

Between 1995 and 2015, working on behalf of the City of London, D.R. Poulton & Associates Inc. conducted archaeological assessments of Victoria Park. The focus of these assessments was the Framed Infantry Barracks, which formed the single largest building complex in the 73-acre British Military Reserve in London. Individual assessment reports by D.R. Poulton & Associates also included reference to, and details on, the Log Barracks directly east of what is now Victoria Park.

Most of the southern half of the Log Barracks building complex falls within the proposed GWL Realty Advisors / London Life Insurance Company development at 556 Wellington Road. The Log Barracks was the earliest barracks the British constructed. It dates from 1838 and most of it was demolished in 1850. As such, whatever survives of this barracks would be an excellent example of an archaeological time capsule. The Log Barracks covered an area 2-3 hectares in size. It included some 49 separate buildings. Nineteen of them housed soldiers – 15 for the infantry; and four for the Royal Artillery. As the name implies, the Log Barracks was constructed of hewn logs, probably from trees that were felled to make way for the 73-acre Military Reserve. Each of the buildings in this barracks that were used for accommodation measured 16 feet by 24

feet (4.9 metres by 7.4 metres) and could house 20 men (D.R. Poulton & Associates 1998: 10). The Log Barracks also included cells, a guard house and a defaulter's room (identified as a prison on later plans), three staff sergeant quarters, three cook houses, a washing house, an armourer's shop, a library, tailor's and shoemaker's shops, two gun sheds, three privies, an old school room (later an engineer's office), three wells and two ash pits (*Ibid.*). In addition, it included the Log Hospital. This building had a long life. From 1858 to 1862 it served as a civic hospital and in 1871 it became the House of Refuge for the poor of the City of London (Seaborn 1944: 228).

We have attached a series of contemporary plans that show the Log Barracks, two of which are overlaid on the modern streetscape. One of the overlays is based on an 1849 plan, which includes most of the buildings that ever-formed part of this barracks, and the other is based on an 1853 plan, which was produced following the demolition of most of the structures. As you can see, the barracks evolved and devolved over time, but it originally consisted of a horseshoe-shaped complex that fronted on what later became Wellington Street.

Based on the above, roughly one-quarter of the buildings in the historic Log Barracks complex fall within the site of the proposed development. They include the prison and about a dozen of the soldiers' quarters. How well preserved the archaeological remains of this complex are remains to be determined. However, our experience in working in the adjacent Victoria Park for almost 20 years suggests that the City, the landowner and the developer should all accept that there is a strong likelihood the archaeological remains of the Log Barracks within the proposed development will be well preserved, and that it will be a major undertaking to excavate the site, to analyze the remains and to ensure their long-term curation in a suitable public repository.

Regards

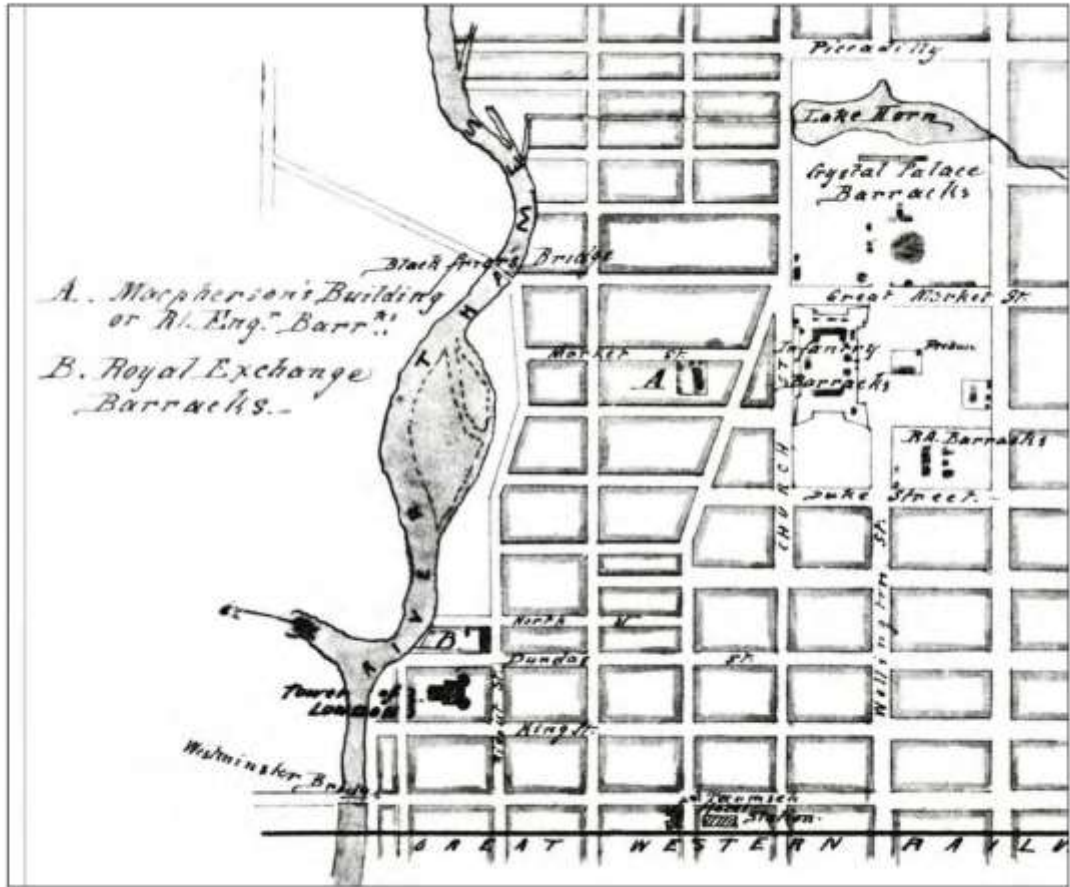
Dana Poulton
President
D.R. Poulton & Associates Inc.

Christine Dodd
Senior Archaeologist
D.R. Poulton & Associates Inc.

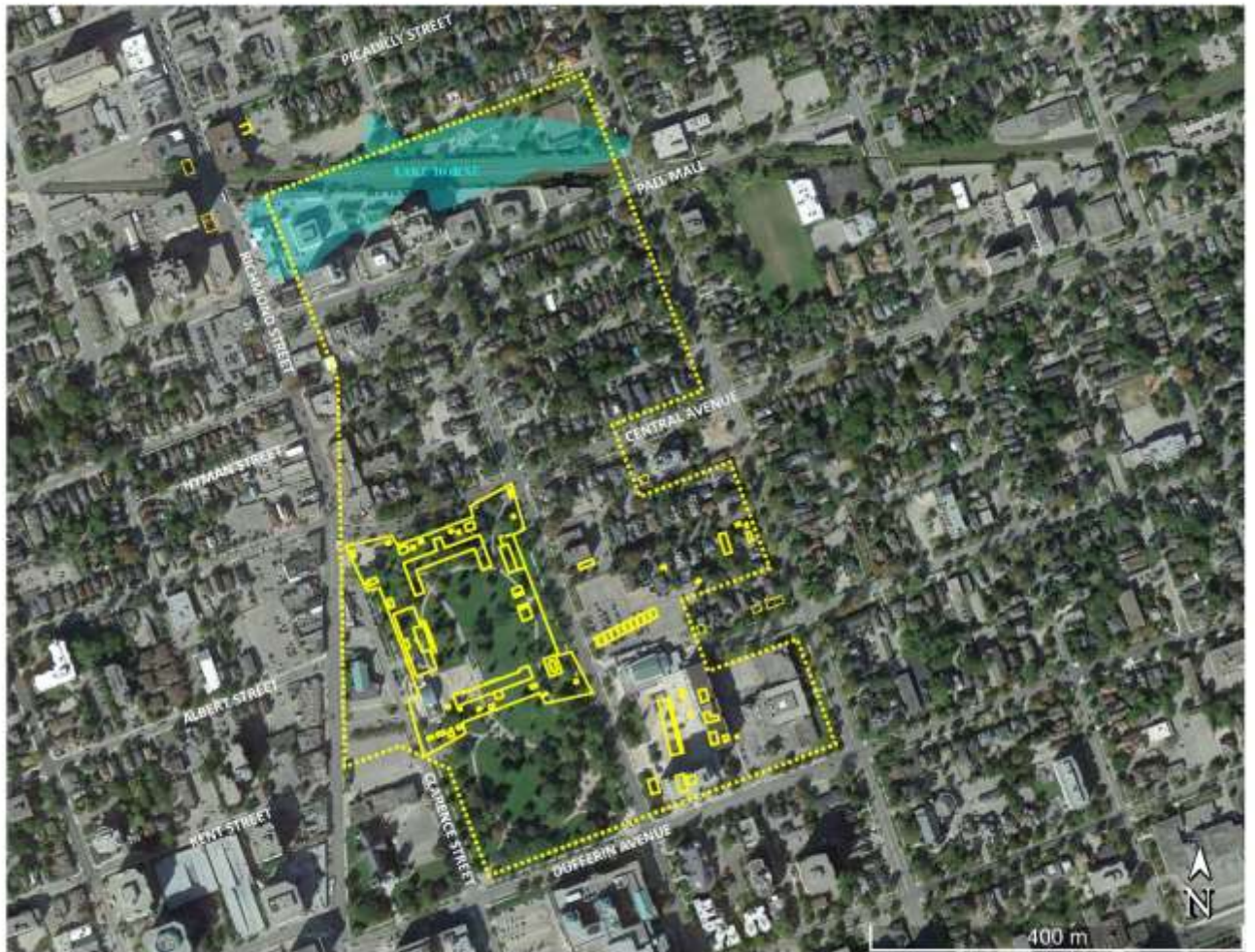
Referenced Cited

D.R. Poulton & Associates Inc.
1998 The Stage 1-2 Archaeological Assessment of Victoria Park, City of London.
September 1998. Report on file City of London and Ontario Ministry of Tourism, Culture and Sport.

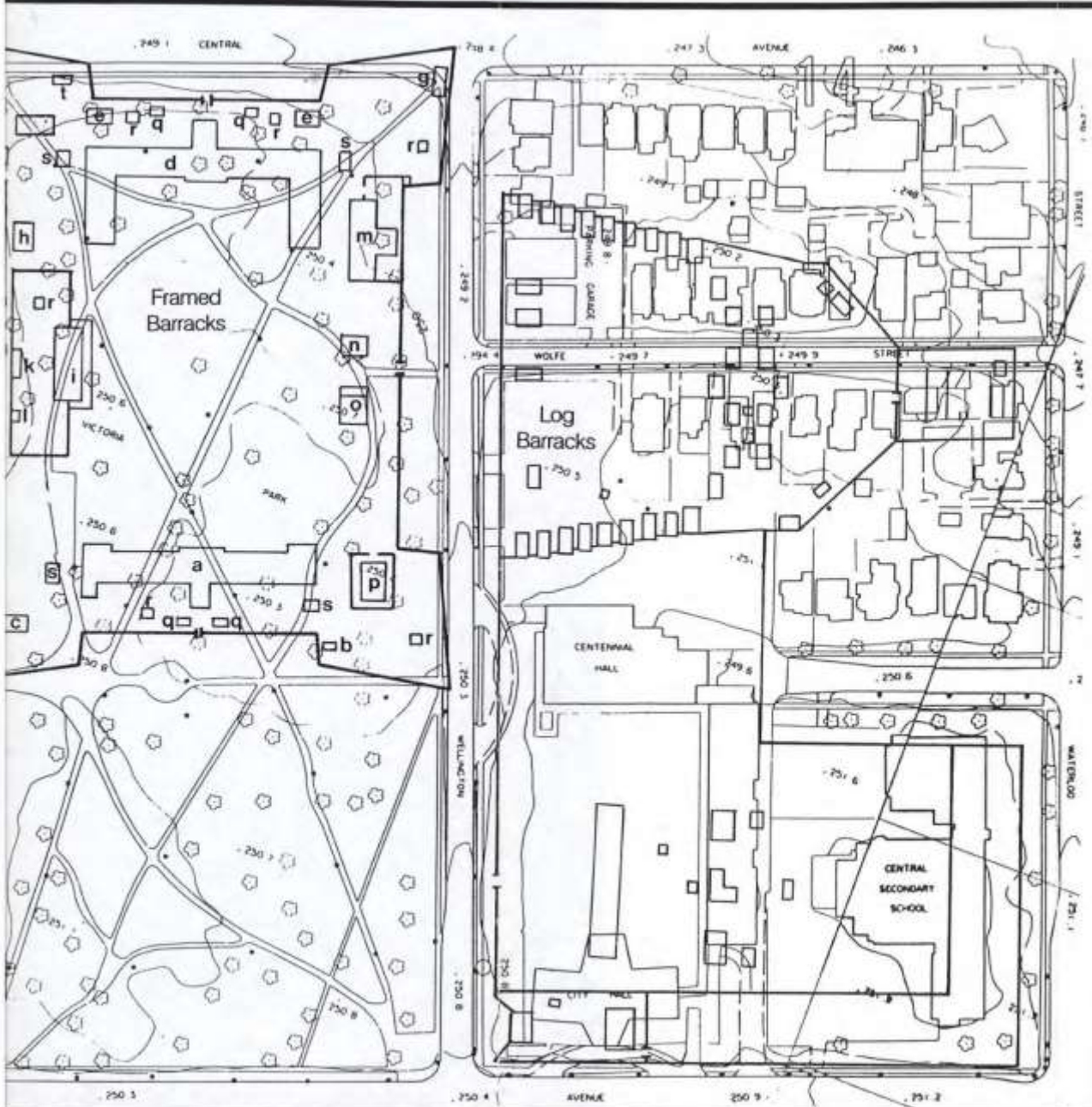
Seaborn, E.
1944 The March of Medicine in Western Ontario. The Ryerson Press, Toronto.



1866 Plan



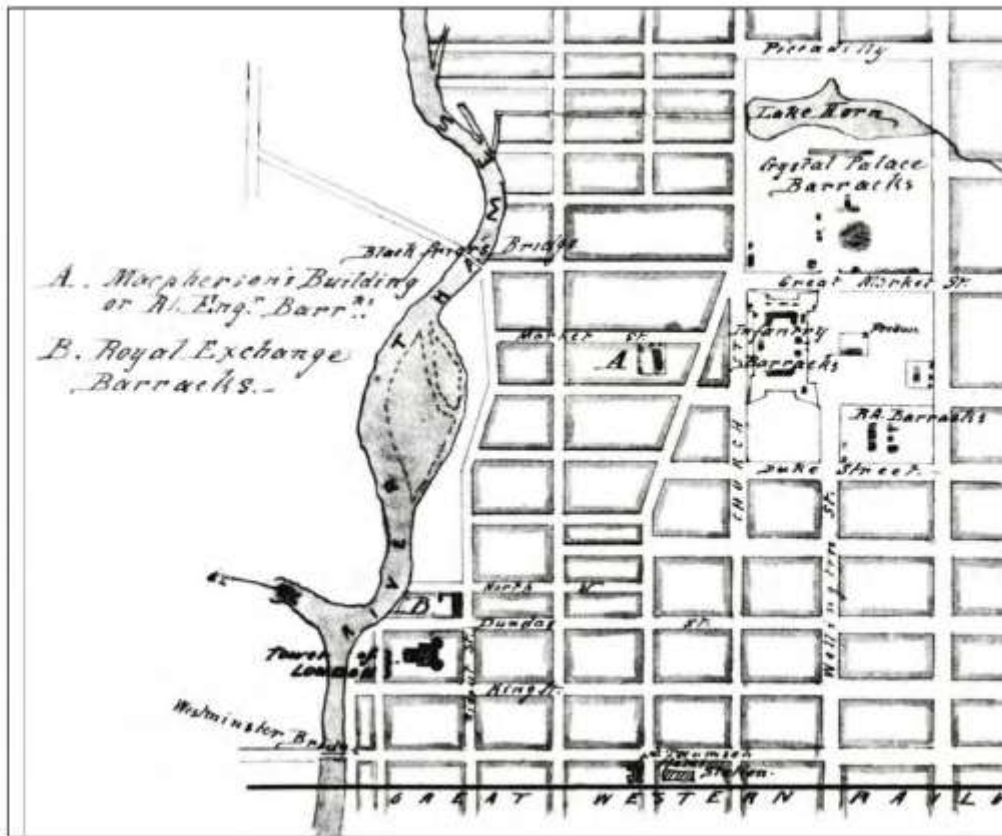
1853 Plan



Barracks Complexes (ca. 1849)



1853 Plan



1866 Plan

Dear Mr. Fitzgerald.

My apologies if my thought are going in different direction as yours in regards the Victoria park and the developments planed around.

I have lived in this city enough time to suffer the orthodoxy of the "limitations" the city of London have put to the "open living concept". I strongly believe that there are some deep changes that have to happen into the local government in order to become this city a more productive city putting aside the aspects of the old way fashion living.

Cities grow Mr, Fitzgerald, in that way the human side of the cities evolve into a more modern living style as well. In my long time living in this city I have seen the Victoria park sub utilized, the only time of the year this park is crowded is on the Sun Fest, which is something need to have changes as well by the way, too much of the same year after year, same thing, no changes, we need to evolve.

The proposed projects (high rise developments) are opportunities that needs to be addressed with the propose to develop a more dynamic city, no sticking us in an orthodox city where the only orientation is becoming the city a nursing home.

Why not instead the city assess new business opportunities (different that the current) oriented to expand the concept of the innovation into a city that has to see the youth moving to other more adapted cities to the newest generations.

We have to expand the concepts of living with more productive opportunities instead keep saving trees and areas that are not potentially used for the mass. Victoria Park is just a park, it is an area in core downtown that require also changes. New developments around this park are mostly buildings creating more business space in downtown, it is important to understand that Victoria park is not even a place that people around can go for finding lunch or dinner while working in the surrounding area. Victoria park "needs also changes".

What you are trying to avoid is a new generation of potential users living or working around downtown creating a traffic the slow people do not want to face, now here is the question, how many of the Londoneers use the Victoria Park on regular bases? I live around, I can say by experience, very little number of people use this park on regular bases. I am an outdoor person and I consider the downtown area need changes as much as the whole city. There are so many important things to get resolve in this city instead to be spending time, effort and resources trying to keep this city living in the 1900, let's move forward with better and more dynamic proposals that bring to this city a NEW SENSE OF LIVING.

VICTORIA PARK NEEDS CHANGES AS MUCH AS THE WHOLE CITY, I guess the best is getting the opportunity to participate in the decisions.

Manuel Romero.

Thank you for sending me the SPA19-046 site development proposal pertaining to 556 Wellington.

Why not make it clear to the public that SPA19-046 is not a rezoning application?

The proposed development is "as-of-right" subject only to site plan approval.

556 Wellington proposes 12 and 18 stories intruding into Woodfield all the way to dwellings on Princess.

And yet the 560/562 Wellington proposal a much less intrusive proposed development, is being denied.

High density development on both sites is reasonable and appropriate.

Ben Lansink, Woodfield Rate Payers Association
507 Colborne Street, London, ON N6B 2T6

It should not be more than 8 stories same as Auburn. Wolfe St is residential.

"BOB" 621 Waterloo St

I believe in density and infill in the downtown but I am strongly against ruining the heritage and human scale of Victoria Park as we do it.

I relocated to London when I was recruited for a job last year. I had many choices of where to live and work and, quite frankly, hesitated because we could not find anywhere in London that met our desire for a walkable urban neighbourhood. The downtown is largely a mess of parking lots and bad development. It is both unappealing and does not feel safe for a woman walking at night...or in the day on some streets and corners. However, when I found Victoria Park and Woodfield I decided to take the job and move to London. I know several other young professionals who have similar requirements, are mobile, and have chosen my neighbourhood for these same reasons. We bring high tax dollars to the city and retail dollars to the stores and restaurants downtown. And, quite simply, we want it to be attractive. Destroying Victoria Park with high-rises will truly leave London without a hub and without an attractive and walkable urban area of the sort that is well known to attract mobile professionals and knowledge workers. This at a time when cities around the country and globe are trying to make their downtowns more green, more walkable, and more human scale.

In short, London is simply going backwards with the proposed Great West Life development at 556 Wellington Street.

I sincerely hope London City Council and the Planning Department is more far-sighted than to destroy the one attractive part of downtown we have left."

Allison Montgomery

Dear Dan Fitzgerald

I was extremely distressed to read the application for site plan approval for 556 Wellington. The 18 storey apartment building and 12 storey building behind it would have a devastating effect on Victoria Park and on all the thousands of Londoners who enjoy the park every day.

This property is part of the West Woodfield Heritage Conservation District. The goal is to protect the character of the neighborhood and to keep all buildings less than 2-3 storeys.

If this development is allowed, it could create a wind tunnel effect similar to what occurs at Dundas and Wellington with the large high rise buildings there. There would be increased traffic from the large number of tenants of the apartment. The building will shadow the park and limit the sunshine reaching it. Tenants may complain about the summer festivals that occur each summer and bring thousands of residents and tourists to the city.

If this building is allowed to proceed, others will follow, resulting in the destruction of Victoria Park as the peaceful oasis many enjoy.

I have been a resident of Woodfield for the past 23 years and walk in the park almost every day. I have voiced my concerns for the past 3 years about the dangers of this development. Many of my fellow Woodfielders and thousands of Londoners have signed petitions opposing this development. Please do not allow greedy developers to destroy London's crown jewel :Victoria Park.

There are many areas around the city that can be developed such and former health unit at King and Ridout, or Talbot and Ridout. There is only one Victoria Park. Do not destroy it.

Please add my voice to the thousands who oppose this development.

Sincerely
Ruth Hoch

The application to build an 18-storey high-rise at 556 Wellington Street, if approved, will be the downward spiral that will destroy VP as we enjoy it today, a tranquil, open oasis with 5 storey buildings and no retail outlets.

This high-rise at 556 Wellington Street, if built, will initiate future highrises on Victoria Park's perimeter. London's citizenry and tourists will avoid VP as it becomes engulfed with high-rises. This will have a negative impact on London's social core and economy.

City Council has a duty and obligation to pass on Victoria Park unblemished for future generations.

I request City Council reject the application for the high-rise at 556 Wellington Street.

Mary Frances O'Hagan
460 Wellington Street, King's Court, London, ON

RE: Proposed Development 556 Wellington Street

As a homeowner and resident on Pall Mall Street (between Colborne & Maitland) I have reviewed the preliminary plans for the proposed development and have no pressing objections at this time.

I am also a member of the Piccadilly Area Neighbourhood Association however will stress that any opinions expressed below are personal and not intended to be representative of any group.

The plans are aesthetically pleasing, the building slopes away from the park thus mitigating any concerns regarding blocking sunlight, it will add new residents and businesses to the neighbourhood and the downtown in general.

That said, a little constructive criticism and observation if I may.

Parkade on Wolfe

Where the front of the building (along Wellington) should add to the park setting, the parkade component (according to the plans) might appear a bit of an eyesore and if I was living next to it I'd be concerned for my property value, safety and security. I would encourage to developer to find a suitable façade that would enclose the area and would insist that the whole property has adequate security. I believe the parkade in question will be flanked by the rears of some properties and Centennial Hall. All the more reason to address any and all security concerns.

Some concerns may be raised on the increased traffic flow as a result of the parkade but I do not believe that will be a problem.

Retail Spaces

The ground floor retail spaces should be consistent with the themes of Victoria Park and the area in general. The property should compliment the park, not detract from it. Cafes, art & crafts etc. - Not big chain operations or stores that encourage loitering and litter.

Owner Occupied

If the intent is to build a property for rental accommodations only, my views may change dramatically. Owner occupied or long term rental residences are usually better managed, better maintained and bring buying power to the neighbourhood. Short term rentals, student rentals and or AirBnB (or equivalents) will detract from the area and I would wholeheartedly oppose any intent to propose such a business model.

Victoria Park Upgrades and Maintenance

With increased interest in development around the park, the city should seek concessions, and developers should agree, to upgrading and helping maintain what would essentially be the major attraction to their properties and subsequent values. I would suggest that if not in place already, conditions be set so that no development can occur without and appropriate investment into the public space.

Thank you in advance for giving consideration to the above comments.

Regards,

Norman N. Sproule
441 Pall Mall Street
London ON N5Y 2Z3

Hi Dan, After our conversation and reviewing the site plan, I am sending you our comments/concerns regarding the site plan for 556 Wellington Street, London On

ACCESS TO PARKING GARAGE:

We are very concerned when we heard that there were 544 vehicles entering and exiting the parking garage from Wolfe Street.

Wolfe Street is a narrow, one block, 2 way street, that already gets speeding drivers using as a cut-over both ways.

The pedestrian step-off/sidewalk at Victoria Park where Wellington & Wolfe meet is very hazardous for people crossing the street today, let alone when drivers are exiting or entering the proposed parking garage on Wolfe.

This will inevitably cause high traffic congestion/jam when they are turning right onto Wolfe from Wellington or left onto Wellington from Wolfe or right onto Wellington and getting caught by the stoplights 500 yards away at Central.

Recommendation: access to proposed garage off Wellington at south end of 556 Wellington where present parking access is so half way between both stoplights (Dufferin and Central) to reduce traffic back up on Wolfe which is a tight narrow corner.

STREET LINE

We also noticed that the building has not maintained the street line that was originally set back in the late 1800's when homeowners were building and then was deemed a building requirement/by-law by the West Woodfield Heritage Conservation District. The developer has the building nesting right to the sidewalk.

Recommendation: As Wolfe is a narrow and tight street, the proposed building needs to step back to line up with the Heritage homes/buildings so the street scape/line is even all the way to Waterloo. This will provide a clear site line from Victoria Park to Waterloo Street and will not suffocate the street.

Thank you - If you require any clarification, please call me directly.

Alicia

Alicia Nelms
Nelms Group Ltd.
City Centre Apartments

Dear Dan,

I just received the application for development at Wellington and Wolfe Sts. I that see the developers wasted no time submitting a new application since the city's secondary development plan for Victoria Park came out.

I just wanted to register my deep disappointment over the plan to raise height limits around the park, even if 18 stories on the east side is a concession to the heritage district. After one tower goes up, more will certainly follow (in fact, a single tower would look quite unbalanced), and we'll soon be bathed in the shadow of large looming objects.

I had hoped that the city would preserve existing building heights limits around the park, but there's seems to be no hope of stopping the tide of development. This is truly depressing.

LZ
Lynne Zarbatany
41 Palace St.
London, ON N6B3A6

Appendix C: Urban Design Peer Review Panel Recommendations



Memo

To: Proponents

- Russell Fleischer, Principal, Turner Fleischer Architects

From: Urban Design Peer Review Panel (UDPRP)

- Steven Cooper, Architect
- Ryan Olsson, Architect

Regrets:

- McMichael Ruth, Architect
- Tim O'Brien, Landscape Architect

Conflicts:

- Heather Price, Urban Designer

**RE: Pre-submission Concept: 556 Wellington Street
Presentation & Review, May 15, 2019**

The Panel provides the following comments the submission:

- The Panel is supportive of the current building base. The scale, proportion and material selection appear to be in character with that of the surrounding urban context.
- The massing of the building may benefit from reducing / simplifying the setbacks from floors 13 and above (the grey and white coloured spandrel panel clad floors). Furthermore, the massing may benefit from these floors aligning, perhaps with the middle setback, so the top of the building reads as a glass tower sitting on the lower masonry/concrete clad base elements.
- Should the setbacks be reduced at the upper levels, consideration should be given to moving the glass clad tower portion southward on the base below. This would break the symmetry of the building and provide a greater buffer / setback to the residential neighbourhood to the north, while allowing the taller portion of the building to be more closely associated with the south side of the site.
- The "eastern" building should step back along grid line 'G' (it's west face), to provide additional relief between the tower on Wellington Street while making it feel like a second stand-alone tower, not just a building that was "cut" from its neighbour.
- The Panel asked the applicant to consider introducing more landscaping within the existing surface parking field to break up the visual predominance of surface parking.
- The Panel suggests with the amount of terracing, there may be an opportunity for storm water management through intensive green roofs. Specifically, at the podium level where the rooftop will be most visible by residents.

- The Panel suggests the Proponent review the parking garage design further. At the moment it appears to be Architecturally inconsistent with the towers.
- The Panel has questioned whether a traffic study has been undertaken to recognize the amount of traffic that will enter/exit onto Wolfe Street during peak hours.
- The applicant is commended on the demonstrated tree preservation measures and for selecting new tree species complimentary to those in Victoria Park (directly adjacent).

Concluding comments:

The Panel is supportive of the building siting and orientation along Wellington. The use of glazing and solid materials at the podium level appear to create an appropriately scaled urban experience at the street level. Several suggestions regarding the towers height and amount of stepping were discussed during the presentation. The Panel understands the basic rationale for these steps, however, the building may benefit from a reduction/simplification of these reductions in mass. The Panel suggests that the project would benefit from a traffic study and further revisions to the parking garage design to better incorporate the structure into the overall development.

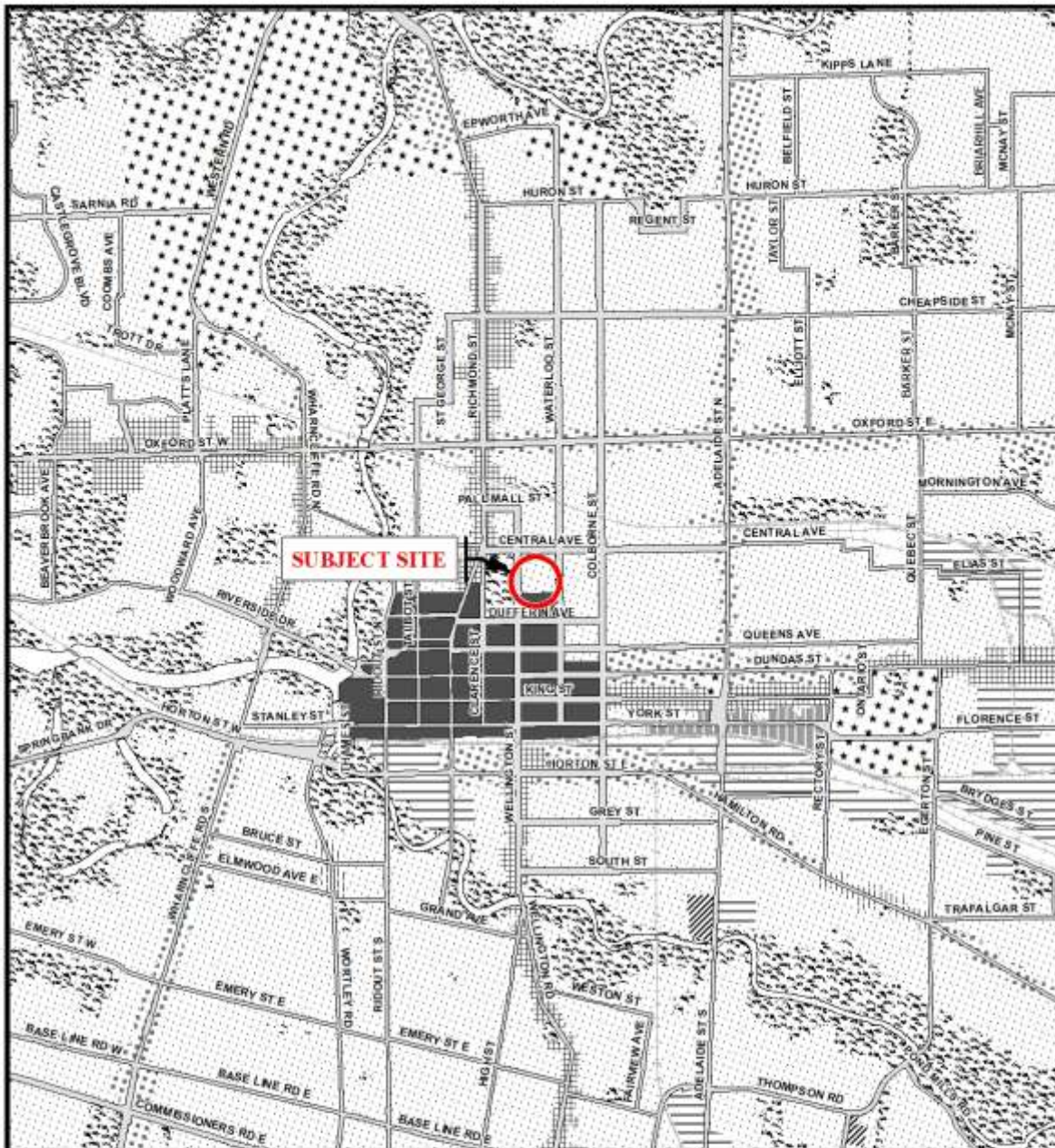
Sincerely on behalf of the UDPRP,



Steven Cooper, OAA, LEED AP (BD+C), UDPRP Chair

Appendix D –The London Plan, Official Plan Map and Zoning excerpts

The London Plan



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 consideration of Map 1 - Place Types of the London Plan, with added notations.

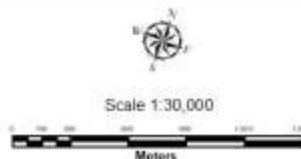
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



File Number: SPA19-046

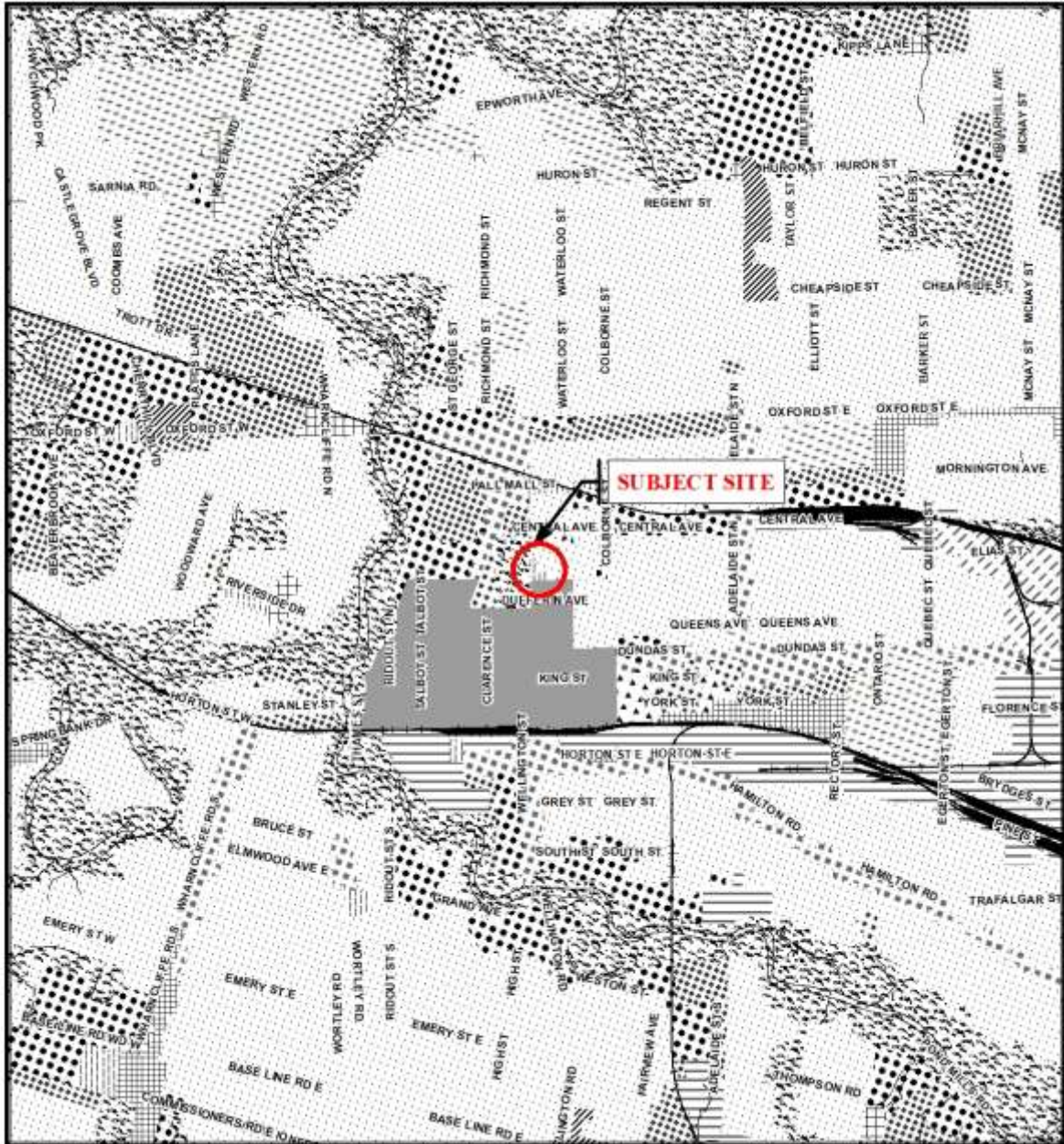
Planner: LM

Technician: DM

Date: August 17, 2020

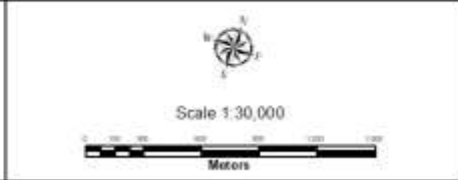
Project Location: G:\GISWork\Planning\Projects\p_official\plan\work\consolid00\excerpts_LondonPlan\mxd\SPA19-046-Map1-PlaceTypes.mxd

Official Plan Excerpt



Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

CITY OF LONDON
 Department of
Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: SPA19-046
 PLANNER: LM
 TECHNICIAN: DM
 DATE: 2020/08/17

PROJECT LOCATION: e:\planning\projects\p_official\plan\work\consolidated\excerpts\mxd_templates\scheduleA_NEW_b&ar_8r14.mxd

PUBLIC PARTICIPATION MEETING COMMENTS

3.10 PUBLIC PARTICIPATION MEETING – Application – 556 Wellington Street

- Councillor Cassidy: so Mr. Yeoman I wonder if you could, you know, and that sort of everybody has sort of talked around this so I wonder if you could just explain clearly why we're not talking about rezoning why there isn't a rezoning or Official Plan Amendment application before us tonight.
- Paul Yeoman, Director, Development Services: Thank you Madam Chair. So the proposal that's before you tonight for the site plan, public site plan meeting, is consistent with the zoning that's provided and so we're looking right now to refine the site plan related matters that are contained in the Site Plan Control By-law so the zoning is in place for it and so it's the other matters that are under consideration tonight.
- Councillor Cassidy: Thank you Mr. Yeoman. I wonder if that's it or if Ms. Dent is also going to weigh in here or should we just we go straight to the public now? Okay the silence is giving me the answer I need so I will go to the committee rooms and I understand there are a number of people that are here for this matter so just let the clerks in the room know that you would like to speak and make your way to the microphone and you'll have five minutes please provide your name and you'll have five minutes to address the Committee. Go ahead.
- Mary Anne Hodge: I'm a resident on Wolfe Street and also a member of the Friends of Victoria Park. There are many competing pressures in the world today and as you all know I am deeply concerned about the climate emergency and increasing density in the core is important to that issue but I don't support density at any cost. I understand that this proposal or this meeting is the last tick the last of approval that they need for this development to proceed and I'm very concerned about the heritage aspect of this proposal you can see in the few remaining heritage homes on Wellington Street that the grandeur has already been lost due to zoning changes that happened before the West Woodfield Conservation Plan was established. So I ask myself what is the purpose of a heritage conservation designation and so to get answers I read the West Woodfield Heritage Conservation Plan which this property is located in and this Plan says that its purpose is to offer long term protection to areas that have important or identifiable historic and architectural resources and I think we would all agree that the Victoria Park in the surrounding neighbourhood are important reminders of London's expansion in the mid-1800s when the civic and industrial leaders of London created this Park and built their mansions around it. Generally it is the streetscape that is the focus of a Heritage Conservation District and that is also true in the West Woodfield Heritage Conservation Plan as the Plan so eloquently articulates street trees on boulevards are often linking elements extending like ribbons throughout the neighborhood to tie it all together. So streetscapes recognize that a building is intimately connected to its site and to its neighbors and an individual building is perceived as part of a group and requires all the neighbourhood all the all of its neighbors to conform to create the full effect so this Plan emphasizes that when buildings need to changes it's in this connection between the buildings that needs to be maintained. So the heritage plan states that as well existing road right of ways and width should not be increased unless required for public health and safety or bike lanes and so widening roads also goes against any climate change emergency recommendations so we keep that lens on it as well. The heritage conservation plan also asks that new buildings respect the heritage character of West Woodfield through attention to height, built form, setback, massing, material, other architectural elements which the Heritage Planners have agreed that this it does not conform to. It also notes that a building that would otherwise be consistent with its neighbors in former massing which this doesn't but even if it did it can have a disturbing effect on this consistency in the neighbourhood if it sticks out in front of the general line of building façade which this plan this proposal would stick out severely. So inherent in the heritage conservation plan is the mandate to preserve the streetscape it is not just the value of each individual

building but in the collective. 556 Wellington Street it's a highly coveted development site why because it overlooks our beautiful and historic Victoria Park and it terminates at Wolfe Street which is also a very desirable location due to its well preserved heritage homes and a very picturesque tree lined streetscape. 556 Wellington gains some of its value from its proximity to Wolfe Street. Being in a Heritage Conservation District has its advantages and disadvantages, ask any of the property owners on Wolfe Street and they will tell you that conforming to the heritage conservation requirements has meant higher renovation costs and building restrictions but the benefits are cohesive streetscape and the preservation of the architectural details that make this street treasured in the city. We only ask the same standards apply for all of the property owners along Wolfe Street. The report from the Heritage Planners emphasizes that this proposal does not integrate well with existing buildings on Wolfe Street and they see no evidence of trying to transition to the lower density of the street. The London Advisory Committee on Heritage (LACH) have listed the many requirements the heritage conservation plan does not fulfill and we have not seen much movement on this by the developer. So aside from the scale and massing the biggest ask that I have is for the developer to respect the streetscape, having a consistent build edge something that is urged by planners on the Wellington Street side and we also ask that this be the case on the Wolfe Street side. We ask that they move the north façade of the building so it is in line with the general line of building facade on Wolfe Street. This would result in a better integration with the existing streetscape so I urge you to heed the advice of the Planning staff and LACH and reject this proposal.

- Councillor Cassidy: Thank you Ms. Hodge. Are there others who would like to comment on this? Come to the microphone, don't be shy. I have someone in Committee Room 5? Okay no Committee Room 1 and 2? Go ahead yes go ahead state your name and you'll have five minutes.
- Danya Walker, 570 Wellington Street – See attached submission.
- Hazel Elmslie, 63 Arcadia Crescent – See attached submission.
- Councillor Cassidy: Ma'am, you are past your five minutes. I wonder if you could wrap it up soon.
- Well, did you include Danya Walker's stuff?
- Councillor Cassidy: Yes, ma'am. You, you get five minutes to speak. If other people want to come and have five minutes they can come and have five minutes.
- Alright, so, lastly I am asking Canada Life the ultimate owner of the project to walk the talk. Proudly displayed on its webpages under the banner Community and Social Responsibility their commitment includes supporting our communities and committing ourselves to sustainability. This project is exactly what the community of London does not want in the neighbourhood of the West Woodfield Heritage Conservation District which is supported by The London Plan. It may meet zoning but it certainly does not meet heritage and I hope I have illustrated a number of other shortcomings. Furthermore there is nothing to suggest that this project is committed to sustainability. Where are the ecar charging stations?
- Councillor Cassisdy: Ma'am, you are well past six minutes.
- What are the plans for waste reduction? And I could go on but I guess I am cut off.
- Councillor Cassidy: I wonder if you could provide your name ma'am?
- Sorry?
- Councillor Cassidy: Could we have your name for the public record?

- Sorry. Hazel Elmslie, 63 Arcadia Crescent.
- Councillor Cassidy: Thank you very much. So I'm sorry and I also neglected to ask if the applicant is here and would the applicant care to address the Committee? You can go ahead sir. State your name and you have your five minutes.
- Greg Priamo: Since the rest of the public has already gone forward I'm wondering whether it would be appropriate to let them finish their comments and then I would have the benefit of being able to comment on those too and sort of close the loop on some of these issues.
- Councillor Cassidy: I think that's fine. Thank you. So back to Committee Room 1 and 2. I see you there sir standing, come to the microphone, state your name and you'll have five minutes.
- Garth Webster: I live at 320 Wolfe Street. I just want to finish what this lady was reading. Zero lot lines allowed looking at footprint on page SPA 004 we note that the building extends beyond the sight lines of the houses on Wolfe Street and beyond sight lines of Centennial Hall to City Hall. This is disappointing as these sight lines were considered very important in the decision making process for Victoria Park Secondary Plan proposals. Involving sight lines was one of the areas of agreement by many of this stakeholders in that proposal. Zero lot line will also limit the utility of retail portion so that any restaurants would not be able to have viable patio areas. Outdoor amenity space is nonexistent being limited to terraces or balconies tied to units. Unfortunately fourteen of these units will face the solid cement wall building. I think you read this. Sorry I think it's a bit repeating but outdoor amenity space is nonexistent being limited to terraces or balconies tied to units. Unfortunately fourteen of these units will face the solid cement wall of Building 2. This will also significantly affect the amount of light in these units. Furthermore another 24 units will be looking directly into the lovely windows of the units of Building 2 or rather 16 Building 2 units will have a very nice view of Building 1 balconies. I understand that a wind study was not required because this development is not in the downtown area that requires one. This is a bit ironic as it is in the downtown when it comes to zoning but not when climate is an issue. Because the study was not required I was told by city staff at the last LACH meeting that it was not asked for. The wind study would not provide, was not provided, that much useful information not only for Victoria Park but on the probable wind tunnel effect of Building 2 on 34 units of Building 1 with balconies facing Building 2. A balcony is not much use if it's too windy to use. I also note that floor 5 of Building 2 will not have walls CSPA 806 SPA 155 this is the top floor of the parking levels in Building 2. I wonder what effect wind will have here and how they will manage the snow in the winter. The traffic study does not address three important facts Wolfe Street is narrower than local roads in the neighborhood. Wolfe Street has no boulevard to accommodate snow removal. Wellington Street is closed almost every other weekend between Dufferin and Central between June and September this summer notwithstanding. Furthermore we're in the beginnings of the new age of online commerce, there does not appear to be any consideration given to package delivery on other than Canada Post. Will Wellington Street be subject to constant lane blockage because deliveries are made to the door facing Wellington? That is where GPS will direct all the drivers. Lastly I'm asking Canada Life the ultimate owner of the project to walk the talk. Proudly displayed on this web pages under the banner, Community and Social Responsibility. Their commitments include supporting our communities and committed ourselves to sustainability. This project is exactly what the community of London does not want in the neighborhood of West Woodfield Heritage Conservation District which is supported by the London Plan. It may meet zoning but it certainly does not meet heritage and I hope I have illustrated a number of other shortcomings. Furthermore there is nothing to suggest that this project is committed to sustainability. Where are the e-car charging stations? Could there have been green roofs? What are the plans for waste reduction specially recycling and composting? What is included in the project that is above and beyond what is required by-law? I view that as a minimum standard Canada Life and previous Great West Life have promised more than minimum standards. I therefore

request that PEC support in WHCD, volunteers of LACH and the recommendation of very skilled in decades city staff and reject this proposal. It could have been built twenty-five years ago but it does not belong the third decade of the 21st century.

- Councillor Cassidy: Thank you. Thank you Mr. Webster. Any other members of the public who wish to comment? State your name and you'll have five minutes.
- Thank you. My name is Kate Rapson and I'm the Chair of the Woodfield Community Association. I sent a letter to PEC last week and we ask that you support the decision made by LACH regarding the Canada Life application at 556 Wellington Street and refuse the heritage alteration application. The Woodfield Community Association supports all the points made by LACH. A few key items. There's a few things I would like to highlight. In policy 4.3 of the West Woodfield HDC the plan states new buildings shall respect and be compatible with the heritage character of the West Woodfield Area through attention to height, built form, setback, massing, material and other elements. We don't believe this application reflects many of these characteristics, design does show brick and other materials but it does not in character in terms of set back and heights. The recommendation also in the Woodfield HDC is that the buildings be no more than 8 to 10 stories; however, and then 3 stories for buildings adjacent to houses on Wolfe Street, specifically in Princess Ave; however, this is obviously up to 18 stories. The application shows, also shows, a widening of Wolfe Street which is not supported by the HDC, HCD sorry. Wolfe should not be widened, the green boulevards are recognized and should be protected as stated in the Heritage Conservation District guidelines. I recognize, we recognize, that this site is, the zoning is an extreme conflict with the West Woodfield Heritage Conservation District and it also the Downtown Area Zone also sort of flies in the face of HCD. So with that we believe the Downtown Area Zoning is a mistake and the new London Plan, is a mistake in the new London Plan for the south end of the Park and should be revised to closer respect the policies and guidelines as outlined in the West Woodfield HCD. In addition, just referencing the traffic study, note that's not part of this application, but it states that there be no more than a hundred cars added to the local traffic on Wolfe Street. However should be noted that there will be 328 residential parking spots and 204 Canada Life employees spaces so that's kind of odd I don't see how it could just be limited to a hundred cars on that street so maybe we could ask for clarification from the developer on that. I have a few suggestions in just specific to traffic. Can the City respond to, with, traffic calming suggestions for Wolfe Street? It is a lovely little tree lined heritage street right now. Could Wolfe be made into a one way street, is that an option? Can there be pedestrian walk, crosswalks be installed at the end of Wolfe Street crossing Wellington? That's already pretty dangerous I can only imagine to be worse with this building and also how will traffic be managed during festivals? This application will set a precedent for lands abutting to the Park so it bears high significance to future public asset access and overall health of this small urban park. It would be far better if this application could be considered once the Victoria Secondary Plan is complete. Collectively we need to protect the green space for our future and focus intensification where it's allowed and logical. That's it. Thank you very much for your time. Appreciate your listening. Thank you.
- Councillor Cassidy: Thank you Ms. Rapson. Any other members of the public who would like to speak? Come to the mic. You'll have 5 minutes. Please state your name.
- Soon as I stand on the dot. My name is Kelly McKeating. I live at 329 Victoria Street and I am speaking on behalf of the Architectural Conservancy of Ontario. I'd like to start by saying that I think it's a little bit unfortunate that staff in their introductory remarks didn't mention that the staff recommendation regarding refusal of the heritage alteration permit, which was endorsed by LACH just last week. The timing of this application I think is unfortunate. Approval of the site plan application would give the impression that the public feedback and the concern regarding building heights around Victoria Park that was voiced at the PPM in front of PEC earlier this year hasn't been heard. It seems to me that the current zoning is an error or perhaps an oversight, it is a shame that the zoning of this particular area wasn't

changed when the HCD plan was finalized twelve years ago. Regardless of that hiccup, the view of the ACO is that the HCD plans recommended maximums should be respected. We all want intensification in the core and we all want buildings instead of parking lots as a couple of the Councillors mentioned earlier this evening but this building is too high and has too large of a footprint for this particular parking lot. There's an Ontario Municipal Board decision from 2015 that's supportive of this perspective. That decision, which was in Toronto the OMB determined that respectful separation district was critical to conserving the heritage attributes of the neighboring designated and listed properties and we believe that that precedent does apply here. We also agree with other comments that you've received that it would be preferable that the main floor of whatever building is eventually built should be residential and not commercial. And then finally I would not like to make a comment about the shadow studies in the site plan application package. I was appalled and aghast to see that at least in March and September the shadows of this building will extend all the way to Waterloo Street and that several of the houses on Princess and Wolfe would be in shadow for the entire afternoon during those times of the year. It seems to me that this is just incredibly unfair to the people who live on those streets to lose their sunshine to lose their privacy and this is a building that just should not be built in this particular location. I thank you for your attention.

- Councillor Cassidy: Thank you Ms. McKeating. Any other members of the public who wish to speak? Anybody in Committee Room 1 and 2 who are looking to speak to this application?
- Committee Room Staff: We don't have any more speakers in this room.
- Councillor Cassidy: Thanks very much. So I'll go to Committee Room number five, the agent for the applicant is there. If you would like to come forward, state your name and address the Committee. You have five minutes.
- Thank you Madam Chair. My name is Greg Priamo and we're the Planning Consultants for Canada Life and Great West Realty Advisors on this project. There's certainly a lot to unpack in the comments. There are two matters that the Planning Committee, excuse me that the Planning Committee is being asked to deal with tonight. One is consideration of this site plan by way of a public site plan meeting and it's largely colored by the heritage aspects if, if we weren't in a heritage district and there wasn't a requirement for statutory site plan meeting we'd be moving through the site plan approval process with staff and trying to address their concerns as has been catalogued by Planning staff where we're you know notwithstanding the heritage issues we're very close to completing what would ordinarily be deemed an acceptable response to the zoning and an acceptable response to the City's planning tools otherwise. That being said and as you know we've provided some correspondence particularly with respect to the heritage report and the recommendation from LACH where we were asking Planning Committee to reconsider their recommendation and support of the issuance of a heritage alteration permit. We appreciate that there was the content of the report prepared by staff it was certainly comprehensive. We did feel that it was unbalanced and that it focused a great deal on what they felt were the shortcomings of the project with very little consideration given to the matters that we brought forward to try to make this project a better project. There was assertions in the report that we didn't address, heritage issues. We provided a lengthy and comprehensive heritage alteration or heritage impact assessment prepared by a qualified heritage consultant and we provided several comprehensive responses to concerns raised through the various site plan steps that we've taken over the last few years. We never did receive any response from heritage staff as to our impression of, or, our response to their concerns. They've just continued to go back to their original position notwithstanding the fact that we provided responses but that being said. In short, we are in disagreement, we think that this building and the design approach that we've evolved with in working with staff has the ability to fit in this neighborhood particularly because it's at the edge of the neighbourhood, the built form of the neighborhood, I appreciate the park is part of the HDC but the built form in the neighbourhood, we're in a portion of the Woodfield neighbourhood that has seen some conversion and intensification

because of its proximity to the downtown and park so not all parts of the Woodfield neighbourhood are identical and when we're looking at the heritage district policies I think we have to have regard for that and in this particular instance I think we've done that. We've established what we believe to be an iconic building working within the parameters of the zoning that's on the site. I appreciate some of the comments and we've indicated to the public and to staff in the fullness of time it would be our preference for instance to have the ground floor of this building be residential but the zoning as it currently exists right now requires that the main floor be commercial. As we move forward if we get support for this application we would certainly entertain the prospect of looking at the necessary variances to allow for the main floor to be used for residential purposes. Since we've made the application we worked with staff to make considered improvements. The primary concern raised by staff was the rear portion of our development and in particular the parking garage. We've moved from an open concept parking garage to a fully enclosed garage with architectural features and building materials that match the rest of the building as staff have indicated more recently through discussions with the city we've agreed notwithstanding the fact that the zoning doesn't require it, we've agreed to move the building. We did lose some parking spaces and it does change some of the dynamics of the ramp system and the parking garage but we felt it was it was worth addressing given the concerns raised by staff. And so we did move the building off of the east property line three meters to allow for a planted garden which is ample space to allow for trees to grow and provide a buffer from those from that wall along the property line that you know the building sides on to our building it doesn't front and it's backyard has largely been converted to a commercial parking so it's not a particularly sensitive interface but nonetheless one worthy of consideration.

- Councillor Cassidy: You're past your five minutes Mr. Priamo. I'll give you a couple of seconds to wrap it up.
- Greg Priamo: So essentially in in this particular instance we think that we have we have met the tests of the of the heritage district plan we have met the tests of good planning and urban design and we certainly encourage Planning Committee to have regard for this submission that we made in that regard particularly the heritage impact assessment and the subsequent responses and support our application.
- Councillor Cassidy: Okay, thank you Sir. Thank you. I'll go back to Committee Room 1 and 2 just to make sure there are no other members of the public who would like to speak. I see one last person coming forward, if you could state your name, sir, you have five minutes.
- I'm Brian Evans: My wife and I own 297 Wolfe Street so we're in the crotch of the "L" formed by these buildings and it's been said already but I just want to emphasize that the back building butts fairly close to our backyards and it's a tall building so we will not see daylight which I guess is great from the standpoint of skin cancer but in terms of mental health it's nice to see some sunshine once in a while and they've show no regard for the neighbors. They have beautiful balconies built on this building for their people but for the rest of us will be without sunshine and it's I think it's a consideration. Thanks.
- Councillor Cassidy: Thank you very much Dr. Evans for coming out. Thanks for your perspective. Any other members of the public would like to speak? I'm seeing none so I'm about to close the public participation meeting; this will close the portion of the meeting where the, where you can provide comment so I just want to make sure everybody has spoken who would like to speak and I'll look for a motion to close the public participation meeting.

walker

My name is Danya and I live at 570 Wellington Street.

I do not support this current application.

I do not think that the proposed structure:

Is consistent with the heritage of the existing buildings surrounding Victoria Park

Is consistent with the height of the buildings immediately surrounding Victoria Park

Contributes to the atmosphere that currently exists in the immediate area around the Park

556 Wellington St, proposal of GWLRA

I support the decision of planning staff and LACH to deny a Heritage Alteration Permit for this development. I agree with all the reasons that it does not adhere to West Woodfield HCD guidelines for redevelopment.

With respect to Heritage my major concern is that an HIA was not completed to show how this development will impact Victoria Park. Although Victoria Park is included in WWHCD, it has its own Heritage Designation and this has not been addressed at all in the current HAP application. I feel that a significant portion of the HIA should have discussed Victoria Park and this discussion is missing from the decision making progress. As the City of London feels that Victoria Park is a significant asset to the City, enough to require its own secondary plan, I think this oversight must be addressed. I am particularly concerned with the effects of increased wind due to climate change and taller buildings around the park. A wind study might have provided some answers to my concerns.

I have many concerns with the overall design of the building as it relates to the concept of providing comfortable living space. My comments will relate to pages in the Site Plan Approval Documents, dated April 15, 2020.

It is interesting to note that the larger units have been designated as "saleable" (pg SPA001). This is disappointing, as I originally understood that this would be a 100% rental property owned by GWL. What the city needs is more pure rental units and fewer condo units rented out by absentee owners, that have no stake in the condo or the City, other than their cash flow.

While the proposal meets all planning requirements appropriate to the zoning, it could be improved by being more people friendly, and not so overpowering in its presence. It is unfortunate that the zoning does not reflect the long term goals for this area, as recognized in the 1989 Official Plan and the London Plan. I hope that there are no more anomalies in the City's zoning. If so I hope they have been identified and proposals are in place to realign zoning to match the goals of the London Plan.

— Zero lot line is allowed. Looking at the foot print on pg SPA004, we note that the building extends beyond the site lines of the houses on Wolfe St and beyond the site lines of Centennial Hall to City Hall. This is disappointing, as these site lines were considered very important in the decision making process of the Victoria Park Secondary plan proposals. Improving site lines was one of the areas of agreement by many of the stakeholders in that proposal. Zero lot line will also limit the utility of the retail portion, so that any restaurants would not be able to have viable patio areas.

Outdoor amenity space is non-existent, being limited to terraces or balconies tied to units. Unfortunately 14 of these units will face the solid cement wall of building 2. This will significantly affect the amount of light in these units. Furthermore another 24 units will be looking directly into the lovely windows of the units in building 2. Or rather 16 building 2 units will have a very nice view of building 1 balconies.

I understand that a wind study was not required because this development is not in the downtown area that requires one. This is a bit ironic, as it is in the "downtown" when it comes to zoning, but not when climate is an issue. Because a study was not required, I was told by City staff at the last LACH meeting that it was not asked for. A wind study would have provided much useful information not only for Victoria Park, but on the probable "wind tunnel" effect of building 2 on the 34 units in building 1, with balconies facing building 2. A balcony is not much use if it is too windy to use. I also note that floor 5 of building 2 will not have walls (see SPA 806 & SPA 155). This is the top floor of the parking levels in building 2. I wonder what effect wind will have here, and how they will manage the snow in the winter.

.../2

The traffic study does not address 3 important facts:

Wolfe St. is narrower than the "local roads" in the neighborhood.

Wolfe St. has no boulevard to accommodate snow removal.

Wellington St. is closed almost every other weekend between Dufferin and Central between June and September, this summer notwithstanding.

Furthermore, we are in the beginnings of the new age of online commerce. There does not appear to be any consideration given to package delivery, other than by Canada Post. Will Wellington Street be subject to constant lane blockage because deliveries are made to the door facing Wellington? That is where GPS will direct all the drivers!

Lastly I am asking Canada Life, the ultimate owner of the project, to "walk the talk" proudly displayed on its web pages under the banner: Community and Social Responsibility. Their commitments include "supporting our communities" and "committing ourselves to sustainability". This project is exactly what the community of London does not want, in the neighborhood of the West Woodfield Heritage Conservation District, which is supported by the London Plan. It may meet zoning but it certainly does not meet Heritage, and I hope I have illustrated a number of other shortcomings. Furthermore there is nothing to suggest that this project is committed to sustainability. Where are the e-car charging stations? Could there have been green roofs? What are the plans for waste reduction, especially recycling and composting? What is included in this project that is above and beyond what is required by law. I view that as a minimum standard. Canada Life and previously Great West Life have promised more than the minimum standard.

I therefore request that PEC support the WWHCD, the volunteers of LACH, and the recommendation of very skilled and dedicated City staff and reject this proposal. It could have been built 25 years ago, but it does not belong in third decade of the 21st century.

Hazel Elmslie
63 Arcadia Crescent
London, ON, N5W 1P5

From: Ben Rich
Sent: Sunday, September 06, 2020 8:32 AM
To: Maitland, Leif <lmaitlan@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] 556 wellington

Hello,

I'm a Woodfield resident, and writing to express my support for the proposed development at 556 Wellington.

We should be encouraging low-mid rise development around the park. Maybe 20 stories is too high, but 15-18, especially in currently vacant lots (like Centennial hall) makes sense.

We have a serious dearth of housing in London. Rents are up, vacancies are down, and housing prices are skyrocketing. I'm a property owner (live in Woodfield) so while I do benefit from the increases, I don't want to see London become unaffordable. My wife and I left Toronto 2+ years ago for those reasons; if we don't build more housing supply, we're heading on the same trajectory.

Also, we can't say that we want a vibrant and exciting downtown, and then say no to development, which brings the people we need to the core in order to ensure that vibrancy.

Thanks.

Ben Rich
54 Palace Street

September 15, 2020

To: Arielle Kayaba, Councillor Ward 13

Re: 556 Wellington Street

Dear Arielle,

I think we can all agree that we should have more residential density in the downtown core. More people on the streets will add a sense of vibrancy, provide more consumers to invigorate the Dundas Street corridor and assist in reducing urban sprawl. I would argue this is not a question of whether to intensify, but ensuring this intensification is done well.

I think we can also agree that Victoria Park is a jewel in the heart of the city. This is a reason that the properties around Victoria Park are highly valued, with developers wanting to maximize the value of the park for their developments.

Many developments are given catchy names like Foxfield, Warbler Woods, Kains Woods Terrace, and Hickory Heights. These are not named for the beautiful features that they conserve, but for what has been displaced to accommodate the development. What will be lost if this development is approved as proposed?

The crux of the issue as I see it, is that this property has been given "Downtown" zoning which comes with 100% lot coverage. However, this property is not in the downtown core, but in a residential neighbourhood. The Development Services Staff have recommended the proposal be refused because it:

- Is not responsive to the immediate heritage context and its character
- It does not conserve the designated heritage properties and does not respect their scale, form and heritage design.
- It does not appropriately transition to the adjacent properties and district neighbourhood; and
- It creates unacceptable negative impacts that are not sufficiently mitigated.

In other words, it meets zoning, but doesn't fit with the neighbourhood, and as there is no way to undo the Downtown zoning, we can respect the fact that this property is an integral part of the Victoria Park Heritage Conservation Plan.

Part of the heritage features of Victoria Park are its vistas and the historic buildings that surround the park. It is the ambiance of the park that brings tourists and Londoners out to the many festivals that are hosted in the park. It contains our history. It is where we host our Remembrance Day ceremonies. The West Woodfield heritage conservation plan notes that the "shady tree-lined streets and the picturesque Victoria Park are the core of West Woodfield. The area has changed over the years, but the character of the streetscape endures."

The report from LACH In December 2019, echoes the same issues that are still unaddressed by the revised proposal:

The LACH considers the conservation of the heritage character of the West Woodfield Heritage Conservation District to be fundamental to good land use planning for this site."

"This committee believes that the whole building is not in scale with a huge massing and height that bear no relation to the surroundings."

We could look to 250 Pall Mall as an example of a high density building that does not dominant the street scape. It is set back, integrates a convenient drop-off place for meal delivery and other short term users. As a Londoner who has participated in the Victoria Secondary Plan process, I have spent a lot of time considering both opposing views. As an environmentalist, I do believe in downtown density. But I also believe in creating livable cities. The core of Paris , considered the most populace city in the 19th century was designed to be no taller than 5 storeys. I think you will agree that Paris is considered a beautiful city, yet still has a dense and vibrant downtown.

In my humble opinion, it would improve the transition to the residential neighbourhood if the building:

- Lined up the Wolfe Street face of the building to the predominant built edge of the buildings on the street.

Instead of visually cutting off the street, this would provide better vistas from the park into the neighbourhood, enhancing the heritage character of the park, celebrating that tree-lined streetscape. COVID has also shown us the benefits of having outdoor space for retail uses. Setting the Wolfe St face to line up with the predominant built edge on Wolfe St would provide valuable outdoor space away from the busy-ness of Wellington St.

Is there really a need for more retail? If the goal is to encourage more people to shop downtown, having more potentially vacant retail properties does not help the situation. Residential townhouses on the main floor is an attractive option that again maximizes the value of the property and reduces vacant storefronts. This however, seems impossible to achieve since the current zoning requires retail and the developer is not interested in pursuing any variances that would make this possible.

- Is there any way to make it possible for city council to propose the developer change the use of the first floor from retail to residential without having to file for a variance?

Wolfe Street is not considered an arterial road, although it is a popular access point for people to the east of the park to access the park. Many years ago, the road was narrowed to discourage traffic. Not having access to the traffic study, but as someone living on this street, the addition of 405 new residential units, along with the existing parking capacity for Canada Life's office staff will turn this into a heavy use road. With close proximity to the traffic lights at Central and Wellington, traffic already gets congested at this intersection as Wellington. Whose responsibility will it be to put in traffic lights or at least a pedestrian crossing?

- Is there any way for the city to grant access for this property to Princess Ave so that vehicular traffic could be split between Wolfe and Princess streets – perhaps in one way and out the other? Could the city offer this instead of the developer needing to go through a variance process?

It is important to build a beautiful residence on the periphery of the park. It is also important that this building support the character of the park and the surrounding neighbourhood. I hope that you will vote to refuse this proposal and ask for something that creates a better interface between the park and the residential neighbourhood and transitions in keeping with the heritage value of this downtown gem.

From: Petrie, Jeffrey
Sent: Thursday, September 03, 2020 9:46 AM
To: Maitland, Leif <lmaitlan@london.ca>
Subject: [EXTERNAL] 566 Wellington

Good morning,

I live at 543 Dufferin, own a building at 241 Oxford and work at 255 Queen....I fully support and encourage this development and others like it around the park.

Jeffrey E Petrie FMA CIM Associate Portfolio Manager, Director

From: ELIZABETH KANE

Sent: Wednesday, September 16, 2020 11:39 PM

To: Maitland, Leif <lmaitlan@london.ca>

Subject: [EXTERNAL] FILE NUMBER: SPA 19-046 - 556 WELLINGTON STREET

I'm sending this e-mail to express my objection to the proposed development at 556 Wellington Street as it now stands.

I'm not a resident of Woodfield, however, I believe the building really does not reflect the character of that community. It is too tall and by the architect's drawing, appears overbearing and overpowering for that corner and looks like a monstrosity. Listening to a gentleman from Toronto, who has studied intensification for major cities for quite some time, it is his opinion that new buildings being built in downtown neighbourhoods, should not be higher than 2 stories above the highest building in the immediate area. Once above that threshold, neighbourhoods begin to lose their character. People do not know each other and the sense of community is lost.

This building appears from the drawing to have red or brown brick or some type of panelling on the first 2 floors, light grey on either side of the centre of the building with darker grey up the middle for the next 6 floors. Then it is dark grey to the top floor and light grey at the very top--not appealing in any way. In fact, it looks ugly. Too many structures, both commercial and residential, are going up in this city with these dull, drab appearances and are horrible and hideous looking.

This is just the first building to be planned for the roads surrounding Victoria Park and if allowed to proceed, street parking will be eliminated, the park will be "lost" in the middle, and it will no longer be the Crown Jewel of the downtown. Many people from all over the city visit the park in the summertime for the many festivals, and in the winter to take in the beauty, wonder and magical sight of the park lit over the Christmas season. This will be lost, when people will have to park in parking garages, so it becomes an added expense for the outing.

I would also add, that if development goes ahead, it will be no time before residents of those new buildings will be complaining about all the noise from the park and the bars on Richmond Street. It will be a no win situation.

Lastly, although this development is on the east side of the park, when surrounded on the other sides by similar structures, the park will have a huge reduction in sunlight. I realize a study has been done regarding this, but I witnessed the shade over Richmond Street north near Masonville Place a few months ago, and there was no sunlight at all on Richmond Street. The shade was cast right over the street to the sidewalk on the east side.

It is a much different situation when it is a concrete road in the middle, but the park needs as much sunlight as possible and as it has had all these many, many, years.

It is my belief that no highrises should be built around the perimeter of the park. Every city should be able to designate exceptions for special areas, and in this case, the special area is "Victoria Park."

I am hopeful, the planners will listen to citizens of the city, and do what is right for London. If the developer wants to proceed, I would hope that he, too, will consider the opinions of the neighbours and make adjustments accordingly, so that everybody is a winner.

Thank you.

Elizabeth Kane
24 McGill Place
London, Ontario N5X 1W2

Sent: Thursday, September 3, 2020 2:00 PM

To: Maitland, Leif <lmaitlan@london.ca>

Subject: [EXTERNAL] 566 Wellington Street (Ward 13) SPA 19-046, GWL Realty Advisers

I just received a notice of a public meeting for the above on September 21/20 with the site plan and other details of 566 Wellington. I own the building directly east of this development at 295 Wolfe Street My building is a three story office and residential use. My concern is the two (2) large transformers and the air shaft directly in front of my front door which is on the driveway at the west side of the building and not at the front of the building. I also have child psychologists who occupy the main floor and I am concerned with environmental and noise from the two large transformers and air shaft that are on the site plan.

Could you please direct me on how to register a complaint/concern about these issues and how I can get these structures relocated on their site as to not severely impact mine. Thank you.

Glenda James
101-295 Wolfe Street
London, Ontario
N6B 2C4

From: Lisa Harrison
Sent: Wednesday, September 16, 2020 7:13 PM
To: 'Kayabaga, Arielle' <akayabaga@london.ca>; 'Cassidy, Maureen' <mcassidy@london.ca>; 'ahopkins@london.ca' <ahopkins@london.ca>; 'jhelmer@london.ca' <jhelmer@london.ca>; 'sturner@london.ca' <sturner@london.ca>
Cc: 'Leif Maitland at lmaitlan@london.ca' <Leif Maitland at lmaitlan@london.ca>
Subject: Input - 556 Wellington Street

Dear Arielle Kayaba, Councillor Ward 13 and members of PEC,

As today is the final day for public input on the development of the Canada Life property at the above address, I wanted to provide some thoughts before it is too late. To start, I understand the staff and LACH have recommended the city refuse this application on grounds of not adequately addressing the heritage requirements of this property. I agree and do hope you will follow this guidance.

As a resident of the area and a downtown business leader, I think I am aligned with others and agree that London should have more residential density in the core. More people on the streets adds a sense of vibrancy and ensures more customers for local businesses. The issue is how to do this. Victoria Park is a jewel in the heart of the city - one to be enhanced, highlighted, cherished and protected. But it is not just the park land itself that needs protecting, it is the neighbourhood, its character and its accessibility for the many. I am not a city planner but when I travel it is clear which cities have carefully planned around their vision and designed to that, as opposed to those who have not. Sadly, Toronto is maybe our closest example of a complete design and vision failure. We are in danger of that in London now.

The Victoria park area, while defined under the city plan as within the downtown core, is really not - it is directly adjacent to a very valuable historic residential neighbourhood. The Development Services Staff have recommended the proposal be refused because it:

- Is not responsive to the immediate heritage context and its character
- does not conserve the designated heritage properties and does not respect their scale, form and heritage design.
- does not appropriately transition to the adjacent properties and district neighbourhood; and
- creates unacceptable negative impacts that are not sufficiently mitigated.

In other words, it meets zoning, but doesn't fit with the neighbourhood. There appears to be no desire/will/ability to alter zoning but I hope you can respect the fact that this property is an integral part of the Victoria Park Heritage Conservation Plan. Recently a friend showed me the West Woodfield heritage conservation plan which states that the "shady tree-lined streets and the picturesque Victoria Park are the core of West Woodfield. The area has changed over the years, but the character of the streetscape endures." So why is it so necessary to so drastically alter that?

I have spoken to a number of residents in the area and even more from "outside". This is not a case of NIMBY. There are other design and footprint options that would still allow developers, also critical to our city's success, to do well financially AND contribute positively to the neighbourhood in which they build. Look at 250 Pall Mall for instance - high density without dominating. It is set back, integrates a convenient drop-off place and has pleasing design features. In general the request for change are not unreasonable and include such things as requests to:

- align the buildings and include setbacks (which would provide better vistas from the park and celebrate the tree-lined streetscapes)

- reduce retail space - how much more do we need; we struggle now to fill our downtown streets and businesses so why take them away from the "real" core; could city council propose the developer change the use of the first floor from retail to residential without having to file for a variance?
- grant access for this property to Princess Ave so that vehicular traffic could be split between Wolfe and Princess streets – perhaps in one way and out the other? Wolfe street was not designed for this volume of traffic and I believe, was actually narrowed years ago. How can you add 400+ residents and not have an impact?

Finally I leave you with this and it is something I think about as a business leader every day. When is enough enough; when is big enough big enough and when did we stop thinking about the good of our communities and start thinking only of ourselves/our bottom line? The developer can make a solid profit and the city can still realize a greater vision, that recognizes the need to have this building support the character of the park and the surrounding neighbourhood. I hope that you will vote to refuse this proposal and challenge the company to do better to enhance this downtown gem.

Best regards,
Lisa Harrison



ZELINKA PRIAMO LTD

A Professional Planning Practice

September 17, 2020

Planning and Environment Committee
City of London
300 Dufferin Avenue
London, ON
N6A 4L9

Attention: Ms. Heather Lysynski, Committee Secretary

Dear Ms. Lysynski

RE: Heritage Alteration Permit Application
556 Wellington Street
Our File: GWL/LON/17-01

Zelinka Priamo Ltd., on behalf of GWL Realty Advisors, have submitted for Site Plan Approval and Heritage Alteration Permit for the above noted lands.

On May 12, 2019, a Site Plan Approval application was submitted to permit the development of one 18 storey and a 7 storey apartment atop a 5 storey parking structure containing a total of 405 residential units with ground floor commercial along the Wellington Street frontage. An additional 2 levels of underground parking is proposed as well.

The application included a Heritage Impact Assessment (HIA) prepared by Golder Associates Ltd., which evaluated the cultural heritage value and/or interest of the significant heritage resources based on the current heritage documents, the designating By-law for Victoria Park and the West Woodfield Heritage Conservation District Plan.

On September 26, 2019 Golder provided the 1st response to Heritage staff comments dated July 11, 2019 (attached).

On February 2, 2020 Golder provided the 2nd response to Heritage staff comments dated November 26, 2019 (attached).

As a requirement of Site Plan Approval, a Heritage Alteration Permit (HAP) was submitted on February 4, 2020. The application included the Heritage Impact Assessment (HIA) prepared by Golder Associates Ltd, along with the September 26, 2019 & February 2, 2020 responses to Heritage staff comments.

The HAP was considered by the London Advisory Committee on Heritage (LACH) at its September 10, 2020 meeting. We attended the September LACH meeting and have had the opportunity to review the Heritage staffs report in relation to the HAP.

With respect, we ask the Committee to reconsider the recommendation made by Heritage staff and LACH to refuse the HAP. While we acknowledge the views set out in Heritage staff's report, we feel the focus of the report was un-balanced and it does not acknowledge any of Golder's responses to Heritage staff comments; and more generally, the many complementary attributes of our client's proposal as it relates to its place and contribution to this neighbourhood

Golder stated in both sets of comments that the implementing heritage documents do not adequately address, nor provide clear and precise guidance on such matters as views/vistas, visual obstruction to and from Victoria Park and 'perceived isolation' of Victoria Park from the District. "Perceived isolation", views to and from the park are not defined in any heritage implementing documents and without that Golder could not evaluate potential impacts on heritage attributes that do not exist.

Golder also responded to the recommended height up to 10 stores in Policy 5.10.2 of the West Woodfield Heritage Conservation District Plan. Golder stated the use of the word 'perhaps' is subjective and the HCD Plan did not prescribe a minimum or maximum height requirement nor can it be reconciled with the existing zoning for the site which allows for heights in excess of 25 storeys. Development Services confirms this view in Section 4.5 of their September 21, 2020 report to Planning and Environment Committee.

Throughout the Site Plan review process, we have been working with Development Services staff to achieve a development that consists of a highly desirable building while respecting the aesthetic quality of the built form within the West Woodfield neighbourhood. The report provided by Heritage staff implies no response was made to their comments, and it does not provide a full understanding of all the progress that has been made.

Through various discussions between the first and fifth submissions of the Site Plan Approval process, we have contributed revisions and improvements to our proposal so as to better integrate our building into the fabric of the existing neighbourhood. Through various commenting efforts we have observed and asserted the unique stable character of the immediate neighbourhood which has undergone significant conversion to higher intensity uses. This character represents, in our view, a level of resilience that affords the opportunity to introduce a high-quality, well-curated high density design such as that proposed in a manner that contributes to this distinct Woodfield precinct rather than impact it. With the proposal largely focused on Wellington Road and the efforts made to soften and transition the rear building, particularly to the parking structure, we feel we have appropriately "woven" our project into the neighbourhood.

The building's massing is purposely broken into three layers (podium, midsection, upper) to help minimize the visual impact of the overall mass of the building within the neighbourhood. A strong urban edge is provided along Wellington and Wolfe Streets through building situation, building

articulation and landscape features that complements Victoria Park and the existing evolving streetscape.

Any views of the proposed building within Victoria Park are largely obstructed by mature trees and the overall massing of the building does not unduly overshadow the park. This is further supported by the City of London's virtual reality presentation provided during the Victoria Park Secondary Plan public process. The presentation provided an opportunity to experience the park with conceptual higher density building adjacent to the park. Overall, many of the views to the tall buildings were concealed by the mature trees, maintaining the character and pedestrian experience of the park.

Lastly, most recently, adjustments were made to increase the setback between the proposed rear building portion of the site and the adjacent dwelling at 302 Princess Avenue. Even though the zoning permits 100% lot coverage, a 3 metre landscaped garden is proposed to allow for additional landscaping to effectively respond to the transitional design goals of the HDC. While the adjoining properties are not notably sensitive in this regard, such additional space will ensure an enhanced positive interface between the older converted dwellings (particularly 302 Princess) and the proposed higher density building.

In conclusion, the proposed development fully complies with the allowable zoning regulations, it introduces a desirable high-density residential opportunity on an underutilized lot and is located on the more urbanized edge of the neighbourhood. Furthermore, this immediate area is perhaps the most resilient part of the West Woodfield neighbourhood, thereby making it uniquely able to welcome the contributions this project has to offer. The proposal introduces a multiple storey mixed-use building of high design that is distinctive, yet complementary with the overall character and form of the surrounding West Woodfield neighbourhood and importantly does not require the removal of any existing heritage resources.

We feel the proposed meets the overall goals and objectives of the West Woodfield Conservation District Plan and we ask that you approve the Heritage Alteration Permit as submitted.

We trust the enclosed is satisfactory to allow a fulsome review of the proposed development and look forward to discussing this matter with Committee on September 21st, 2020.

Yours very truly,

ZELINKA PRIAMO LTD.



Greg Priamo, BES, MCIP, RPP
Principal Planner

cc. GWL Realty Advisors

2 February 2020

Project No. 19116445-L02

Laura Dent, Heritage Planner

City of London
 Development Services - Current Planning
 PO Box 5035, 300 Dufferin Avenue
 London, Ontario
 N6A 4L9

**RE: RESPONSE TO CITY OF LONDON’S MEMORANDUM (26 NOVEMBER 2019)
 556 WELLINGTON STREET, CITY OF LONDON, ONTARIO**

Dear Laura,

This letter is provided in response to the City of London’s memorandum dated November 26, 2019 regarding the proposed development at 556 Wellington Street, a 0.6 hectare property currently being used as a parking lot and located within the West Woodfield Heritage Conservation District (HCD).

Golder Associates Ltd. (Golder) completed a Heritage Impact Assessment (HIA) in May 2019 for GWL Realty Advisors Inc., which concluded that the proposed development would have direct and indirect impacts to the West Woodfield HCD in terms of alterations, land disturbance, and shadows. However, design of the proposed development has included elements intended to complement the heritage character of the West Woodfield HCD while following development guidance from the City’s Zoning By-law. Direct and indirect impacts from the proposed development can be mitigated through design and construction mitigation practices. Golder therefore recommended to monitor for construction vibration at the property boundaries as per the City’s Development and Construction Standards.

On September 26, 2019 Golder provided one round of comments in response to a City of London memorandum from July 11, 2019.

Table 1 presents the City’s comments from November 26, 2019 on the HIA and Golder’s responses.

Table 1: City Comment and Golder Response

#	City Comment	Golder Response
01	The intent of the West Woodfield HCD Plan is to maintain the predominantly low-density,	Acknowledged and addressed in Golder’s first comment response letter of Sept 26, 2019.

#	City Comment	Golder Response
	residential character of the district.	Golder's HIA recognizes the challenges in reconciling the proposed development with the predominately low-density character of the district. 556 Wellington Street is one of the places in the district that the HCD Plan recognizes for more dense development (West Woodfield HCD Plan section 5.10.2). Although the proposed development is denser than suggested in the plan the HCD Plan does not prescribe a maximum height and the proposed development has attempted to mitigate potential adverse impacts through design. Since the proposed development is on a property currently used for parking no low-density residential form houses will be removed and the majority of the HCD will retain its low-density residential character.
02	There is some latitude in the HCD Plan for increased heights and density for redevelopment purposes. However an 18 storey high-rise, slab tower form is outside of the range of height of the surrounding 2-3 storey heritage homes.	Acknowledged. This has been discussed in comments 2 and 3 of Golder's September 26, 2019 comment response letter. The height of the proposed development is 12 to 18 stories as opposed to 2 to 3 stories and therefore different from the adjacent houses. The rear building part of the proposed development that is adjacent to the houses on Princess Avenue and Wolfe Street is 12 stories. The proposed development will have a steep transition from adjacent properties. However, the design of the development includes measures to mitigate the transition such as the podium base with stepped back sections above it. String courses and cornice around the podium visually divide the levels into visually smaller sections. These design elements are intended to mitigate and balance some of the effect the building will have on the heritage character of the HCD.
03	The impacts on adjacent properties on Wolfe Street and Princess Avenue will be overwhelming and not compatible with the smaller, highly detailed scale and heritage character of the district.	<p>Addressed in Golder's comment response letter of September 26, 2019. The Wolfe Street properties were included in Golder's HIA and recognized as Part IV and Part V heritage properties (see Figure 13). Golder must follow the interpretation of 'adjacent' as noted in the City of London's <i>Official Plan</i> which identifies adjacent lands as those lands that are contiguous and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.</p> <p>Although many are not 'adjacent', Golder still considered the properties on Wolfe Street in the impact assessment as properties that will be minimally impacted by shadows from the proposed development. However, only the adjacent properties at 560-62 Wellington Street, 300 Princess Avenue, and 295 Wolfe Street are explicitly addressed in the impact assessment as adjacent properties. None of these properties are dual designated and the HIA found there would be minimal potential for adverse impacts from the proposed development which would be temporary and limited to potential vibration. These impacts can be mitigated through site controls and vibration monitoring.</p>

#	City Comment	Golder Response
04	More careful transitioning to the scale of the surrounding context, and consideration for a lower height tower and rear portion should also be considered.	Acknowledged. This is a suggestion for GWL to address with their planners, architects and designers. Golder's HIA was based on renderings provided on March 27 and April 10, 2019.
05	The HIA needs to clearly address how the proposed 5-storey podium is compatible in scale to adjacent heritage homes and identify the potential impacts and mitigation measures.	The five-storey podium is in scale with 560 Wellington Street which is on the northeast corner of Wolfe and Wellington Street. Golder acknowledges that the podium is higher than residential form buildings on Wolfe Street and Princess Avenue. However, the cornice around the fifth storey lines up with the building at 560 Wellington street and the decorative string course around the building at the second storey level is intended to approximately line up with the roof lines of nearby house form buildings in the HCD giving a sense of visual continuity.
06	Aligning the setback of the development along Wolfe Street with the existing heritage homes can help mitigate the impact of scale and form of the development	Acknowledged. It is Golder's understanding that the setback of the proposed development along Wolfe Street is approximately 8 m and that the average setback of other buildings along the street is approximately 11 m. The difference of approximately 3 m is relatively small.
07	What is absent from these design measures is a description of what the character of the district precisely is and the attributes the development is trying to be compatible with.	<p>It is understood that the architectural character of the HCD is heavily influenced by Queen Anne, Edwardian and Italianate styles of architecture. The streetscape character is intimate with large mature trees lining the streets and a canopy over streets and front yards. It is understood that most buildings in the area are brick. Different colours of brick from buff to red are common. The architectural styles common in the district have front porches, decorative gables, projecting bays, recurring window styles and patterns. The houses in the district are oriented to the street and corner lots tend to have details of architectural interest facing both streets.</p> <p>It is understood that the proposed development is not one of the styles mentioned above and does not include many of the fine-grained details of the aforementioned styles. However, it is oriented to both streets it faces and includes a colour palette and some materials that are common throughout the district. Materials in the district include stone, brick, stucco and wood. Common colours include buff and red brick, and painted woodwork and stucco in common heritage colours such as subdued tones of red, brown, blue, green, grey and white. The proposed development includes red brick cladding similar to the building at 560 Wellington Street, along with cladding in subdued tones of white and grey. At street level the proposed development includes stone and brick. The design of the proposed development includes plain sills and lintels and cornices and trim that is relatively plain. It is simpler than many of the</p>

#	City Comment	Golder Response
		<p>Queen Anne, Edwardian and Italianate house form buildings nearby, but the podium base has similar features as the building across Wolfe Street at 560 Wellington Street. String courses and cornice on the proposed development are consistent with the styles of building found throughout the district. This is a modest approach that includes a few design elements consistent with the heritage character of buildings in the district while remaining relatively plain and therefore not distract from the character of the HCD.</p>
08	<p>Golder will provide shadow studies that reflect the revised design from April 2019</p>	<p>Shadow studies have been supplied by GWL. Golder addressed shadow impacts from shadow studies provided by GWL. However, based on the study provided to Golder, it is understood that while there will be shadows cast from the proposed development onto nearby buildings, the shadows will not be dark enough or last long enough to have an adverse impact on the mature trees important to the streetscape. Nor will shadows be adverse enough to affect gardens or lawns on nearby properties.</p>
09	<p>Loss of views, the potential loss of views which is integral to the Park and Victorian character of the district is worthy of further consideration or study.</p>	<p>As discussed in Table 3 of the HIA, any development on the property will obstruct views from the east towards Victoria Park and from the Park to the residential area to the east because the property is currently open with an at grade parking lot on it. Golder could not find any discussion in City documents about important views across this property. Since 556 Wellington Street is considered development land the City has envisioned some form of building on the site which will change current views. Golder could find no evidence to suggest the loss of views across the property would be a significant adverse change to the character of the district Golder could not identify any significant focal points from 556 Wellington Street to or from Victoria Park. No significant gateways into the park were identified near the proposed development. Wolfe Street does terminate at the Park, but there is no gateway or entrance infrastructure at this terminus nor will any views from along Wolfe Street be blocked by the proposed development. Since no significant views were identified in the HCD Plan additional identification and evaluation of views across the property was beyond the scope of the HIA.</p> <p>Renderings showing various perspectives and views were provided and referenced in the HIA (see Figures 14 to 19). The visual connections between each built heritage resource on Wellington Street, Waterloo Street, Wolfe Street, and Princess Avenue were not identified by the City as significant to the development of each property or the properties in their entirety, and the viewscape across the property from Victoria Park has not been previously identified by the City as significant.</p>
10	<p>The proposed development has the potential of separating and</p>	<p>The potential is acknowledged, however it is understood that the proposed development will include a setback of approximately 8 m from Wolfe Street,</p>

#	City Comment	Golder Response
	isolating the western edge of the district from the Park which could potentially impact the quality of the environment.	and, therefore, there will be no change to access from the eastern part of the HCD to Victoria Park along that route. The HCD also extends north several blocks from the proposed development, so there will be no separation from the HCD and Park north of Wolfe Street. It is Golder's understanding that the Park and HCD will still be connected regardless of what is developed at 556 Wellington Street.
11	The MTCS InfoSheet #5 (p3) does not precisely identify 'visual obstruction' as a negative impact but notes that the list is not limited to the (8) mentioned impacts and allows for others to be identified.	Acknowledged. Golder specified in the HIA methodology that impacts would be assessed using provincial guidance and municipal policies. There are many potential impacts not included in the provincial list. Golder did not find terms of reference for heritage impact assessments from the City of London to inform the impact assessment and without such guidance can not assess unknown potential impacts. In Table 3 Golder acknowledged that any development on the site will result in obstruction of views of Victoria Park. However, the viewscape across the property has not been identified in any City documents or plans as being significant. Furthermore, these lands are development lands which indicates that something should eventually be built here and anything that is built will obstruct views across the property since it is currently a parking lot.
12	The HIA should explicitly address this concept of 'perceived isolation' and the quality of experience and impacts of obstruction on property at this park-edge of West Woodfield.	Without published guidance from the City defining 'perceived isolation' Golder cannot address this concept. Please also see Golder response #11 (above). The HIA follows the MTCS definition of 'isolation', being the isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (see Section 7.2). 'Perceived isolation' is not defined in City documents, and as such, Golder assessed impacts as per the guidance provided in the MTCS <i>Heritage Resources in the Land Use Planning Process</i> (2005). As noted above, the view of Victoria Park from the properties on Wolfe Street, Waterloo Street and Princess Avenue are not identified as heritage attributes of either the park, the individual properties or West Woodfield HCD. The visual connections between each built heritage resource were not identified by the City as significant to the development of each property or the properties in their entirety.
13	Development staff are not in agreement with the conclusion that: the height and massing of the proposed development has incorporated design measures to mitigate impacts.	Acknowledged. Golder reiterates that the setback from the street, step back levels above the podium base, use of cladding materials such as brick, decorative details including a string courses and cornice are measures intended to mitigate impacts to the character of the HCD.

#	City Comment	Golder Response
14	Development staff are not in agreement with the conclusion that: the proposed development is compatible with the heritage character of the West Woodfield HCD.	Acknowledged. Golder reiterates that the proposed development has included measures to mitigate impacts to the character of the HCD (see comment response #7).
15	Development staff are not in agreement with the conclusion that: no adverse impacts to Victoria Park, the WWHCD and adjacent heritage properties will result from the proposed development.	Acknowledged. Golder reiterates that the proposed development has included measures to mitigate impacts to Victoria Park, the WWHCD and adjacent heritage properties. In Section 7.2, Table 3 of the HIA Victoria Park is explicitly addressed. It was found that none of the heritage attributes of Victoria Park are expected to be impacted due to destruction, alteration, shadows, isolation, direct or indirect obstruction, or a change in land use.
16	Staff is requesting that additional studies/drawings be prepared to better illustrate the surrounding context, with specific attention to new development and the charactering and relationship of existing heritage homes, West Woodfield and Victoria Park.	It is Golder's understanding that no additional studies or drawings will be prepared at this time.

In conclusion, Golder understands that the proposed development is larger than the West Woodfield HCD Plan envisioned for development on this site. Golder acknowledges that the City recommends additional design work to increase compatibility between the proposed development and the character of the HCD. Compatibility and sensitivity to the broader surrounding context is an important component of any infill proposal within an HCD and adjacent to significant cultural heritage resources. However, the HIA noted that the height and massing of the proposed development, although larger than the existing surrounding properties within the HCD, has incorporated design measures to mitigate impacts. Golder reiterates that we do not expect adverse impacts to Victoria Park from the proposed development.

Respectfully submitted,
Golder Associates Ltd.



Benjamin Holthof, M.Pl., M.M.A. CAHP
Cultural Heritage Specialist



Michael Teal, M.A.
Associate, Senior Archaeologist

BH/MT/ly

CC: Heather Garrett, Zelinka Priamo Ltd.
Agnes Sliwa, GWL Realty Advisors Inc.

Attachments: Attachment A – City of London Memo dated November 26, 2019

https://golderassociates.sharepoint.com/sites/103556/deliverables/03_co2/19116445-I02-rev1_2feb2020-556_wellington_street_response_letter.docx

ATTACHMENT A

City of London Memo dated
November 26, 2019



MEMO

To: Dan Fitzgerald, Planner II

From: Laura E. Dent, Heritage Planner

Date: November 26, 2019

**Re: 556 Wellington Street (SPA19-046)
2nd Submission Review Comments
Heritage Impact Assessment (addendum)
Heritage Commenting**

Overview

Development Services – Heritage Planning has completed its review of the addendum to the Heritage Impact Assessment (HIA) dated September 26, 2019 – prepared by Golder Associates Ltd. on behalf GWL Reality Advisors – and submitted as part of the above noted site plan application. In response, staff provides the following comments, noting that the following comments are in addition to those previously submitted by staff (July 11, 2019) and should be read and understood together.

Scale, height and form (character and quality) of new development

Notwithstanding the use of the term ‘perhaps’ in Policy 5.10.2 (*WW HCD*), the intent of the West Woodfield Heritage Conservation District Plan (*Plan*) (as considered in all parts – its goals, objectives, policies and guidelines) is to maintain the predominantly low-density, residential character of the district (West Woodfield). The *Plan* recognizes that there are some areas of West Woodfield where other uses and forms of development may be appropriate. Yet the focus remains on land use goals and objectives that primarily support this low-density residential character while mitigating the potential impacts of nonresidential or higher intensity residential uses (*WW HCD*, 3.1). Further, development pattern policies identified in the *Plan* are also consistent with land use goals and objectives by ensuring that the low-density, residential land use character remains dominant, and that new land uses are consistent with the general residential character of the district (*WW HCD*, 4.1).

There is some latitude provided in the *Plan* for increased heights and density for redevelopment purposes (i.e. infill and vacant lots). However, an 18-storey, high-rise, slab tower form is outside the range in height of the surrounding 2-3 storey heritage homes. Further, there is little or no buffering or effective transitioning in height and form to the adjacent, low-rise heritage homes. For example, the rear portion of the development is nearly ‘butt-up’ against the heritage home at 300 Princess Avenue, with what appears to

be not much more than 10-12 feet between a 12-storey high-rise, including a 5 storey parking structure abutting a 2 ½ -storey heritage home. The rear of other Wolfe Street properties will similarly be impacted with 295 Wolfe Street being adjacent to rear servicing and parking access with no buffering. Even with a 5-storey podium and step backs of the tower form, the immensity of the height and scale of the development, and impacts on adjacent properties on Wolfe Street and Princess Avenue, will be overwhelming and not compatible with the smaller, highly detailed scale and heritage character of the district. The Wolfe Street podium façade (at the rear portion) reflects the utility of a parking garage as does the façade that is adjacent to Princess Avenue; both facades are not compatible with the heritage character of the district

The use of an architectural vocabulary that relies on a podium base, mid-section and cap – along with step backs – can be successful in strengthening a pedestrian scale and mitigating impacts of high-rise development at the street level. This mitigative approach however, is much more effective in a typical downtown area that is dominated by mid to high-rise development. At 556 Wellington Street, this architectural vocabulary can partially mitigate the impacts of height and form, but more careful transitioning to the scale of the surrounding context, and consideration for a lower height tower and rear portion, should also be considered (i.e. 3-stories rising to 8-10 – as suggested in the WW HCD and consistent with the Victoria Park Secondary Plan). The HIA needs to clearly address how the proposed 5-storey podium is compatible in scale to adjacent heritage homes, and identify the potential impacts and mitigation measures. Further, aligning the setback of the development along Wolfe Street with the existing heritage homes (295-303+ Wolfe St) can also help to mitigate the impact of scale and form of the development, making the development more compatible with the surrounding context, and helping to widen the frame of view from Wolfe Street to Victoria Park.

The HIA addendum notes several design measures used to mitigate the impact of the scale and form of the proposed development, and enhance its compatibility with the heritage character of the area:

- a podium design that is divided vertically to replicate rhythm of existing streetscape resulting in more compatible with scale of adjacent buildings, and
- the use of similar materials that compliment and is compatible with most design guidelines in HCD.

What is absent from these design measures is a description of what the character of the West Woodfield Heritage Conservation District precisely is and the attributes the development is trying to be compatible with; the district's unique forms and features; the common rhythm and character of its streetscapes; the materials that are typically used and its colour palette; and an understanding of the character of the district, and how this residential character is translated into the architectural vocabulary of a high-rise, in a

meaningful, site specific manner. All the above, are critical to substantiating design compatibility as measure to mitigate the larger form and scale of this development.

Shadow studies

Golder will provide shadow studies that reflect the revised design from April 2019. Any negative impacts should be noted and mitigative measures proposed.

Views and visual obstruction/isolation of heritage resources (Victoria Park and Wolfe Street Properties)

Previous comments by DS-Staff identified the importance of views and the negative impacts of what was termed ‘visual obstruction’ as it relates to this development. No specific views were identified in the *WW HCD Plan*; however, views and their integration with streetscape and landscaping as part of the character of West Woodfield is described in the *Plan* (9.1). Particularly noted is the potential ‘loss of views’ where zoning permits higher buildings, with the suggestion that studies evaluate potential loss of views should be conducted and measures be taken to mitigate the potential effects (4.3(d); 8.2.3). Within the context of the Victorian styling prominent in the district and character of the Park, the framing of views is also important as it provides viewing opportunities from the heritage homes to the gardens [and by association, the park]. Although no specific views were identified in the Victoria Park designating by-law, this is certainly not unusual given the date of the by-law being prior to the approval of the *Victoria Park Restoration Master Plan* (Restoration Master Plan) in 2005. As a Victorian-styled park, the Restoration Master Plan identified focal points, entrances and gateways to the park as important elements to re-establish the unique status of the Park – providing interesting destination points within the concept of a heritage strolling park and future revitalization plans. Visual connections between specific heritage buildings and Victoria Park and specific views across Victoria Park have not been previously identified, but have been noted as important in City documents. The potential loss of views – which is integral to the Park and Victorian character of the district – is worthy of further consideration and study. To date, no comprehensive study has been provided as part of this HIA or addendum to evaluate the potential loss of views/viewscales and propose mitigating measures.

‘Visual obstruction’ of heritage resources is associated with the above mentioned concept of the viewscale. Obstruction, whether physical or visual, can be understood as a barrier which isolates heritage resources from their relationship with Victoria Park (particularly at the western edge of the WW HCD along Waterloo Street); this relationship is mutually supportive and is integral to the character of both the WW HCD and Victoria Park. The new development at 556 Wellington Street – due to its form, scale and height – has the potential of separating and isolating the western edge of the district from the Park which is not only a Part IV designated property, but a resource of West Woodfield as well. This isolation could potentially impact the quality of the environment and Londoners’ experience of their City. City policies do not specifically note visual obstruction, but do

place importance on relationships and the concept of connectivity and view corridors. The MTCS InfoSheet #5 (p3) does not precisely identify 'visual obstruction' as a negative impact, but notes that the list is not limited to the (8) mentioned impacts and allows for other impacts to be identified. Staff recognizes that new development at 556 Wellington Street considers the pedestrian experience at grade on the subject site, but the HIA has not fully considered broader impacts on the potential loss and obstruction of views due to the scale of the development and the resultant pedestrian experience and quality of the environment. Staff reiterates that the HIA should explicitly address this concept of 'perceived isolation', and the quality of experience and impacts of obstruction on properties at this park-edge of West Woodfield.

Conclusions

Based on the review of the addendum to the heritage impact assessment, Development Services staff are not in agreement with its conclusions, specifically that:

- the height and massing of the proposed development, although larger than the existing surrounding properties within the HCD, has incorporated design measures to mitigate impacts;
- the proposed development is compatible with the heritage character of the West Woodfield Heritage Conservation District; and,
- no adverse impacts to Victoria Park, the West Woodfield Heritage Conservation District and adjacent heritage properties will result from the proposed development.

Golder will provide shadow studies that reflect the revised design from April 2019. Any negative impacts found should be noted and mitigative measures proposed.

In addition to previous comments provided (July 11, 2019), staff are reiterating that consideration still be given to:

- establishing a maximum height of up to 10 stories for the proposed development; a height that is compliant with the intent and direction of goals, objectives, policies and guidelines of the *WW HCD Plan* (5.10.2);
- better transitioning of height and form from the new development to adjacent lower scale neighbouring building typologies, noting that the *WW HCD Plan* (5.10.2) recommends a maximum of 3-stories adjacent to existing properties on Wolfe Street and Princess Avenue; and,
- aligning the setback of the development along Wolfe Street with the existing heritage homes (295-303+ Wolfe St)

Finally staff is also requesting that additional studies/drawings be prepared to better illustrate the surrounding context, with specific attention to new development and the charactering and relationship of existing heritage homes, West Woodfield and Victoria Park:

- A street level view (rendered perspective) looking west from Wolfe Street to Victoria Park showing corner of development at the intersection of Wolfe and Wellington Streets and south side of Wolfe Street (295-303), making sure to indicate broader context in background
- A street level view (rendered perspective) looking west from Princess Avenue showing corner of rear portion of development and north side of Princess Avenue (300-308), making sure to indicate broader context in background.
- A series of view studies at the western edge of the WW HCD along Waterloo Street looking generally westward towards the subject development site and Victoria Park.

Additional Comments Related to Application

The London Advisory Committee on Heritage (LACH) was circulated on the Heritage Impact Assessment (and addendum) and is currently reviewing the report. The LACH will be providing comments to Council as part of their minutes to the Planning and Environment Committee (PEC) on January 6, 2020.

The applicant should consider submitting a heritage alteration permit application (HAP) as soon as possible, noting that issues brought up within staffs' comments will be likely be integral to staff's review of the HAP. Permit approval is a requirement of Site Plan approval and requires review by the London Advisory Committee on Heritage (LACH) and Municipal Council approval. Heritage alteration permit approval is also required prior to issuance of a Building Permit.

Please advise if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laura E. Dent', written in a cursive style.

Laura E. Dent

Development Services
Heritage Planner
M.Arch, PhD, MCIP, RPP

September 26 2019

Project No. 19116445-L01

Laura Dent, Heritage Planner

City of London
 Development Services - Current Planning
 PO Box 5035, 300 Dufferin Avenue
 London, Ontario
 N6A 4L9

RESPONSE RE: 556 WELLINGTON STREET, CITY OF LONDON, ONTARIO

Dear Laura,

This letter is provided in response to the City of London’s memorandum dated July 11, 2019 regarding the proposed development at 556 Wellington Street, a 0.6 hectare property currently being used as a parking lot and located within the West Woodfield Heritage Conservation District (HCD).

Golder completed a Heritage Impact Assessment (HIA) in May 2019 for GWL Realty Advisors Inc., which concluded that the proposed development will have direct and indirect impacts to the West Woodfield HCD in terms of alterations, land disturbance, and shadows. However, design of the proposed development has included elements intended to complement the heritage character of the West Woodfield HCD while following development guidance from the City’s Zoning By-law. Direct and indirect impacts from the proposed development can be mitigated through design and construction mitigation practices. Golder therefore recommended to monitor for construction vibration at the property boundaries as per the City’s Development and Construction Standards. Table 1 presents the City’s comments on the HIA and Golder’s responses.

Table 1: City Comment and Golder Response

City Comment	Golder Response
<p>The incompatibility of the scale of the new development in this location, and the impacts of this form of development on the broader area which is primarily low-scale and residential.</p>	<p>As noted in Golder’s HIA (see page iii, 49 and 56), the proposed development has been designed with setbacks that align with adjacent buildings and incorporates a podium base that is in scale with the surrounding buildings, such as the adjacent Part V property at 560-62 Wellington Street. The proposed building is divided into three sections (podium, midsection and upper) which will minimize visual impact of the overall building on the heritage attributes of adjacent heritage properties. It will complement the heritage character of the HCD through use of similar materials and is compatible with most of the design guidelines in the HCD Plan (Golder recommended the rear parking area be screened from neighbouring heritage properties). The podium</p>

City Comment	Golder Response
	<p>has also been designed by dividing it vertically which replicates the rhythm of the existing streetscape, allowing the building to be more compatible with the scale of adjacent heritage buildings.</p> <p>One of the goals of the HCD Plan is to maintain the low-density residential character of the West Woodfield HCD as the predominant land use, while <i>recognizing that certain areas of the District already have or are intended for a wider range of uses</i>. This is the case for 556 Wellington Street, which through the <i>Zoning By-law Z.-1</i>, was intended for a mixed-use development with 100% lot coverage and height of 90 m, and previously envisioned to be developed in <i>The London Plan</i>. Therefore, per the Zoning By-law 556 Wellington Street was intended for mixed-use and higher density residential. This goal from the HCD Plan was to be achieved through developing site-specific policies and guidelines for higher intensity residential uses to protect key heritage attributes (page 3.2). To Golder’s knowledge, these policies currently do not exist; yet the HIA has considered mitigation measures and has determined that the direct and indirect impacts to the West Woodfield HCD and adjacent heritage properties’ heritage attributes can be mitigated through design and construction mitigation practices.</p>
<p>The proposed height of the new development which is not compliant with the policies and guidelines of the <i>WW HCD Plan</i> (5.10.2) that recommend up to 10 stories in height at this location (note that this maximum height is well within what is permitted in this location as per the draft, <i>Victoria Park Secondary Plan</i>)</p>	<p>Golder’s HIA acknowledges the discrepancy in the maximum height requirements between the City’s Zoning By-law (1993) and HCD Plan (2008). The zoning allows for a maximum height of 90 m and 100% lot coverage, while the HCD Plan policy (5.10.2) states that “perhaps three stories adjacent to the houses on Wolfe and Princess Streets, rising to 8 to 10 stories facing Dufferin and Wellington, to be confirmed by shadow studies”.</p> <p>The use of the word ‘perhaps’ is subjective, whereas the use of “shall” or “will” would read as a requirement. The HCD Plan did not prescribe a minimum or maximum height requirement for the proposed property. As noted in our HIA in Section 3.3.7, a draft of the <i>Victoria Park Secondary Plan</i> was not available at the time of writing and is not currently in force.</p>
<p>The transitioning of height and form from the new development to adjacent lower scale neighbouring building typologies; the <i>WW HCD Plan</i> (5.10.2) recommends a maximum of 3-stories adjacent to existing properties on Wolfe and Princess Streets.</p>	<p>The HCD Plan suggests height around 8 to 10 stories would be appropriate for the property, with no reference to setbacks or surrounding heritage properties except that “perhaps” three stories adjacent to the houses on Wolfe and Princess. This suggestion is not supported by other City plans and policies, such as <i>The London Plan</i> and zoning by-law. As noted in the HIA in Section 7.3, the proposed development follows tall building design guidance by incorporating setbacks that align with adjacent buildings and incorporates a podium base that is in scale with the surrounding heritage buildings (see Figures 17 and 18 in the HIA).</p>

City Comment	Golder Response
<p>The impacts of the new development on the character and quality specifically of Victoria Park (as understood and experienced as a whole place, public good and amenity); as a Part IV heritage designated property and a Canadian Registered Historic Place, the HIA should explicitly address impacts on the Park.</p>	<p>Golder’s HIA recognized Victoria Park with a section dedicated to its history (Section 4.2.3) and another dedicated to understanding its cultural heritage value or interest (Section 6.2). It is noted that Victoria Park was designated under Part IV of the <i>Ontario Heritage Act</i>, as listed on Canada’s Historic Places Register and is a registered archaeological site. The heritage attributes as identified in By-law L.S.P.-3311-283 are also listed, many of which address built elements such as the entrance gates, monuments, and cannons. These heritage attributes were considered when conducting the impact assessment (see Section 7.2, Table 3) and Victoria Park is explicitly addressed. It was found that none of the heritage attributes of Victoria Park are expected to be impacted due to destruction, alteration, shadows, isolation, direct or indirect obstruction, or a change in land use. This follows MTCS guidance provided in <i>Heritage Resources in the Land Use Planning Process</i>, which states that development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (MTCS 2005).</p>
<p>The impacts specifically to the Wolfe Street properties and overall streetscape, where nearly half of the properties are dual-designated (Part IV and V); The HIA should explicitly address both their individual significance and their collective effect in creating a micro-heritage area.</p>	<p>The Wolfe Street properties were included in Golder’s HIA and recognized as Part IV and Part V heritage properties (see Figure 13). Golder must follow the interpretation of ‘adjacent’ as noted in the City of London’s <i>Official Plan</i> which identifies adjacent lands as those lands that are contiguous and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.</p> <p>Although many are not ‘adjacent’, Golder still considered the properties on Wolfe Street in the impact assessment as properties that will be minimally impacted by shadows from the proposed development. However, only the adjacent properties at 560-62 Wellington Street, 300 Princess Avenue, and 295 Wolfe Street are explicitly addressed in the impact assessment as adjacent properties. None of these properties are dual designated and the HIA found there would be minimal potential for adverse impacts from the proposed development which would be temporary and limited to potential vibration. These impacts can be mitigated through site controls and vibration monitoring.</p> <p>It was not within the scope of the HIA to consider the individual significance of each property and their collective effect in creating a ‘micro-heritage’ area, which is not defined in City documents.</p>

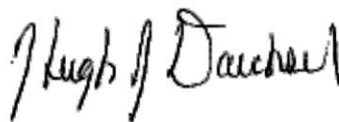
City Comment	Golder Response
<p>Shadow studies that reflect the revised design from April 2019, which depicts added height at the rear wing portion of the new development.</p>	<p>This will be provided by the Client.</p>
<p>The impacts of the new development on the viewscape (understood as a heritage resource unto itself), which is mutually supportive to both the character of West Woodfield and Victoria Park.</p>	<p>There are no significant viewsapes identified within the West Woodfield HCD Plan. One of the few references to views is in Section 4.3 New Development d), which indicates that “where zoning permits higher buildings, studies on shading, loss of view, increased traffic, noise and parking congestion should be conducted, and measures taken to mitigate any effects” (pg. 8.19). Renderings showing various perspectives and views were provided and referenced in the HIA (see Figures 14 to 19). The visual connections between each built heritage resource on Wellington Street, Waterloo Street, Wolfe Street, and Princess Avenue were not identified by the City as significant to the development of each property or the properties in their entirety, and the viewscape across the property from Victoria Park has not been previously identified by the City as significant.</p>
<p>The impacts of visual obstruction due to the scale of the development; the HIA should explicitly address ‘perceived isolation’, quality of experience and impacts of obstruction on properties at this park-edge of West Woodfield.</p>	<p>The HIA follows the MTCS definition of ‘isolation’, being the isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (see Section 7.2). ‘Perceived isolation’ is not defined in City documents, and as such, Golder assessed impacts as per the guidance provided in the MTCS <i>Heritage Resources in the Land Use Planning Process</i> (2005). As noted above, the view of Victoria Park from the properties on Wolfe Street, Waterloo Street and Princess Avenue are not identified as heritage attributes of either the park, the individual properties or West Woodfield HCD. The visual connections between each built heritage resource were not identified by the City as significant to the development of each property or the properties in their entirety.</p> <p>The pedestrian experience has been considered in the proposed development, which incorporates ground floor commercial units with floor to ceiling windows and patio amenity areas, which will provide more opportunity to appreciate the park and complement the heritage attributes of the HCD. This meets the goals of the HCD Plan to maintain and enhance the visual, contextual and pedestrian oriented character of West Woodfield’s streetscape and public realm. As noted above, no views have been identified by the City as significant and it will not obstruct the views of the Park from the other properties along Wellington Street.</p>

In conclusion, Golder concurs that compatibility and sensitivity to the broader surrounding context is an important component of any infill proposal within an HCD and adjacent to significant cultural heritage resources. However, the HIA noted that the height and massing of the proposed development, although larger than the existing surrounding properties within the HCD, has incorporated design measures to mitigate impacts. Additionally, no adverse impacts to Victoria Park, the West Woodfield HCD, or adjacent heritage properties will result from the proposed development. The HIA has followed MTCS guidance and the City has not provided a specific West Woodfield HCD policy in which the proposed development does not comply with.

Respectfully submitted,
Golder Associates Ltd.



Ragavan Nithiyanantham, M.A.
Cultural Heritage Specialist



Hugh Daechsel, M.A.
Principal, Senior Archaeologist

RN/HD/ly

CC: Heather Garrett, Zelinka Priamo Ltd.
Agnes Sliwa, GWL Realty Advisors Inc.

Attachments: Attachment A – City of London Memo dated July 11, 2019

[https://golderassociates.sharepoint.com/sites/103556/deliverables/sept 2019 response letter/19116445-l01-rev0 26sept2019-556 wellington street response letter.docx](https://golderassociates.sharepoint.com/sites/103556/deliverables/sept%202019%20response%20letter/19116445-l01-rev0%2026sept2019-556%20wellington%20street%20response%20letter.docx)

ATTACHMENT A

City of London Memo dated July 11, 2019



MEMO

To: Dan Fitzgerald, Planner II

From: Laura E. Dent, Heritage Planner

Date: July 11, 2019

**Re: 556 Wellington Street (SPA19-046)
Heritage Impact Assessment
Heritage Commenting**

1. Overview + Scope of Work

The subject property of this Site Plan Application (SPA19-046) is currently vacant and used as a surface parking lot. The property is bounded by Wolfe and Wellington Streets to the north and west, respectively; Victoria Park is located to the west of the property, with Centennial Hall and Reg Cooper Square to the south. This application is for development of a mixed-use retail/residential building with two towers (12 and 18-storeys in height). Two (2) levels of underground parking and five (5) levels of above ground parking are also included as part of the development proposal.

A Heritage Impact Assessment (HIA) was submitted by Golder Associates Ltd. (May 16, 2019) – on behalf GWL Reality Advisors – as a condition of Site Plan Application approval, and as a requirement of the *Official Plan-1989* (13.2.3.1) and *The London Plan* (Policy 586). The primary purpose of this HIA is to assess the impacts of the proposed development on the cultural heritage value and attributes of adjacent significant heritage properties and surrounding character of Victoria Park and the West Woodfield Heritage Conservation District, and to make recommendations to mitigate any adverse impacts that may arise.

2. Heritage Status and Adjacencies

The heritage status of the subject property includes:

- designation under Part V of the *Ontario Heritage Act (OHA)* as part of the West Woodfield Heritage Conservation District (WW HCD)
 - adjacency to eight (8) properties within the WW HCD
 - 300 Princess Avenue; 295,297,299,302 Wolfe Street; 560-562 Wellington Street; Reg Cooper Square (w/buildings); Victoria Park
- adjacency to Victoria Park which –
 - has dual-designation

- under Part V of the *Ontario Heritage Act (OHA)* as part of the West Woodfield Heritage Conservation District
 - under Part IV of the *Ontario Heritage Act (OHA)* – L.S.P.-3311-283
- is a registered archaeological site
- is a Canadian Registered Historic Place (listed on the Canadian Register – 2008/12/11)
- Archaeological Potential is identified on the full property as indicated on the City’s 2018 Archaeological Mapping

3. Policies

Heritage resources are to be conserved and impacts evaluated as/per fundamental policies in the *PPS-2014*, the *Ontario Heritage Act*, the *London OP-1989* and *The London Plan*. The *Victoria Park Secondary Plan* (June 2019, draft) provides further detailed policies for future development in and surrounding Victoria Park.¹ Finally, more specific area-based policies and guidelines – part of the *West Woodfield Heritage Conservation District Plan (WW HCD Plan)* – contain both; 1) policies establishing intention, and 2) specific guidelines that provide direction how to achieve conservation of resources, attributes and character.

Select key policies and guidelines most pertinent to this application include the following:²

- “The design of new development, either as infilling or as additions to existing buildings, should complement the prevailing character of the area;” (*OP-1989*, 13.3.6 ii)
- “Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.” (*The London Plan*, 554_3)
- “Maintain the low-density residential character of the WW HCD as the predominant land use, while recognizing that certain areas of the District already have or are intended for a wider range of uses by ensuring that infill development or redevelopment is compatible with the heritage character and pedestrian scale of the District.” (*WW HCD Plan*, 3.1)
- “The WW HCD was developed primarily as a single family residential area. Setbacks of original heritage buildings, particularly in the residential area, are relatively uniform at the individual street level, as are building height and scale. To maintain the general consistency of the land uses and development pattern in the District, the following policies are proposed:
 - (a) Maintain the residential amenity and human scale by ensuring that the low density residential land use character remains dominant.
 - (b) New land uses that are out of keeping with the general residential character of the District, or would have a negative impact on it, are discouraged.

¹ The Draft Victoria Park Secondary Plan has been received [by Council] for information purposes; and will be circulated for further public engagement with the community and stakeholders.

² This list of policies and guidelines is not intended to be comprehensive, and does not include those found in the *PPS* and *OHA*. The list also does not identify policies that indicate application requirements such as submission of a heritage impact assessment, archaeological assessments, heritage alteration permit approval, and public site plan meeting and urban design review.

- (c) Higher intensity uses or redevelopment opportunities shall be focused outside of the residential district and in areas designated for intensification.” (*WW HCD Plan*, 4.1)
- “[N]ew buildings must be designed to be compatible with the heritage characteristics of the West Woodfield Neighbourhood to help retain the overall visual context of the area.” (*WW HCD Plan*, 8.2.3)
- “Any future changes to existing buildings that are taller than 6 floors, or for the design of new buildings taller than 3 floors, should be required to provide an adequate transition to neighbouring building types and heights, as well as being sensitive to the quality of the elevation contributed to the rest of the street.” (*WW HCD Plan*, 8.1.9)
- “Where redevelopment is proposed on vacant or underutilized sites, new development shall be sensitive to and compatible with adjacent heritage resources on the street with respect to height, massing, built form and materials.” (*WW HCD Plan*, 8.2.7.3)
- “...ensure any potential development is respectful of the heritage character of the district yet is not too restrictive to the potential of the site.” (*WW HCD Plan*, 5.10.2)
- “Establish maximum heights in [the area] related to uses of adjacent properties...three stories adjacent to the houses on Wolfe and Princess, rising to 8 to 10 stories facing Dufferin and Wellington, to be confirmed by shadow studies.” (*WW HCD Plan*, 5.10.2)

4. Assessment of Impact – Initial Comments + Summary

Heritage Planning has reviewed the Heritage Impact Assessment (HIA) and appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and mitigative measures. However there are some aspects of the HIA that need to be more fully interpreted within the context of the *West Woodfield Heritage Conservation District Plan (WW HCD Plan)* and other City policy directions.

The HIA does not sufficiently address the following, and further evaluation and explanation is required regarding:

- The incompatibility of the scale of the new development in this location, and the impacts of this form of development on the broader area which is primarily low-scale and residential.
- The proposed height of the new development which is not compliant with the policies and guidelines of the *WW HCD Plan* (5.10.2) that recommend up to 10 stories in height at this location. (Note that this maximum height is well within what is permitted in this location as per the draft, *Victoria Park Secondary Plan*).
- The transitioning of height and form from the new development to adjacent lower scale neighbouring building typologies; the *WW HCD Plan* (5.10.2) recommends a maximum of 3-stories adjacent to existing properties on Wolfe and Princess Streets.

- The impacts of the new development on the character and quality specifically of Victoria Park (as understood and experienced as a whole place, public good and amenity); as a Part IV heritage designated property and a Canadian Registered Historic Place, the HIA should explicitly address impacts on the Park.
- The impacts specifically to the Wolfe Street properties and overall streetscape, where nearly half of the properties are dual-designated (Part IV and V); the HIA should explicitly address both their individual significance and their collective effect in creating a micro-heritage area.
- Shadow studies that reflect the revised design from April 2019, which depicts added height at the rear wing portion of the new development.
- The impacts of the new development on the viewscape (understood as a heritage resource unto itself), which is mutually supportive to both the character of West Woodfield and Victoria Park.
- The impacts of visual obstruction due to the scale of the development; the HIA should explicitly address ‘perceived isolation’, quality of experience and impacts of obstruction on properties at this park-edge of West Woodfield.³

5. Conclusions

Compatibility and sensitivity to the broader surrounding context is an important component of any infill proposal within an HCD, and, in this case, with adjacencies also to a nationally significant heritage attribute being Victoria Park. London’s *OP-1989* specifically states that: *the design of new development, either as infilling or as additions to existing buildings, should complement the prevailing character of the area* (13.3.6.ii). Moving forward, key matters that remain to be addressed for this development is around the integration of the proposed development in the context of the heritage character of this area and how the heritage character is impacted and/or supported by this development.

Development Services staff is not satisfied that the HIA addresses the height and massing of the proposal from a heritage context. Also, the HIA does not provide justification that there will be no adverse impacts on Victoria Park, the West Woodfield Heritage Conservation District as a whole, and specifically on heritage designated properties adjacent to 556 Wellington Street as a result of the proposed development. Finally, it has not been demonstrated that the cultural heritage value or interest of significant heritage resources has been conserved through mitigative measures. Staff are requesting further proposal options/concepts be considered that maintain the high quality of design depicted

³ Note that connectivity and view corridors—with particular attention to the relationship of Victoria Park to its surroundings—are also important considerations in the *Victoria Park Secondary Plan*, draft.

in the current proposal, but incorporate design that is more compatible with the character and scale of the area to ensure that significant heritage resources are not compromised.

6. Additional Comments Related to Application

Archaeological Potential and Assessments

Staff has reviewed the *Stage 1 Archaeological Background Study* (Lincoln, Nov 2018) and notes that an Archaeological Assessment (Stage 2) by test trenching is recommended. The above Stage 1 Study has not yet been submitted to the Ministry of Tourism, Culture, and Sport (MTCS) for compliance review and issuance of a compliance letter. A Stage 2 Archaeological Assessment cannot proceed without the City's receipt of this compliance letter.

Further, the proposed development is adjacent to Victoria Park which is a highly sensitive, registered archaeological site. It is the most significant resource for archaeology in London (exhibiting three critical layers of historic importance) with regional and national significance as well. Because of this, staff strongly recommends that the property be cleared of its archaeological potential early on during the Site Plan Application process. It is in the applicant's best interest to know the outcomes and recommendations from archaeological assessments. Outcomes from progressive assessments (which could likely result in a Stage 4 being required) could ultimately have implications for development/design of the property. For example, the finding of a whole artifact (i.e. foundations) may require retention in situ.

Site Plan Control

A public participation meeting will be required at the Planning and Environment Committee (PEC) for this Site Plan Application. Note that public input is recommended as/per *West Woodfield Heritage Conservation District Plan* (Policy 5.4.a) specifically for the development of vacant parcels within the HCD to provide an opportunity for community input and awareness of potential changes.

Heritage Alteration Permit Approval (HAP)

As per Section 42(1) of the *Ontario Heritage Act (OHA)*, heritage permit approval will be required for alterations to properties designated in the West Woodfield Heritage Conservation District. The London Advisory Committee on Heritage will provide a recommendation to Municipal Council on the HAP, with Council having approval authority. Heritage alteration permit approval is required prior to issuance of a Building Permit.

Please advise if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura E. Dent". The signature is fluid and cursive, with the first name "Laura" being the most prominent part.

Laura E. Dent

Development Services

Heritage Planner

M.Arch, PhD, MCIP, RPP

Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge
1017 Western Road
London, ON N6G 1G5

September 17, 2020

Members of Planning & Environment Committee:

Maureen Cassidy (Chair) – mcassidy@london.ca
Jesse Helmer – jhelmer@london.ca
Arielle Kayabaga – akayabaga@london.ca
Anna Hopkins – ahopkins@london.ca
Stephen Turner – sturner@london.ca

Re: File SPA19-046 – 556 Wellington Street

Dear Councillors:

On behalf of the London Region branch of Architectural Conservancy Ontario (ACO London), I am writing to express opposition to the proposed site plan control and Heritage Alteration Permit applications for 556 Wellington Street.

Our concerns can be summarized as follows:

- It seems premature to consider a development proposal of this magnitude, adjacent to Victoria Park and within the boundaries of the West Woodfield Heritage Conservation District, while the public consultation process regarding the draft Victoria Park Secondary Plan is still ongoing. Approval of this site plan application would give the impression that the public consultation process is not meaningful and that public input has no impact on the development decisions made by the city.
- Approval of the proposed development and of the Heritage Alteration Permit application would not seem to be in accordance with Policy 4.3 of the West Woodfield HCD Plan which states (our emphasis) that “new buildings shall respect and **be compatible with** the heritage character of the West Woodfield area, through attention to **height, built form, setback, massing, material and other architectural elements.**”
- At 18 storeys, one of the proposed buildings is approximately twice as high as the West Woodfield HCD’s recommended maximum height for the City Hall Precinct (which includes 556 Wellington Street). The recommended maximums are 8 to 10 storeys for buildings facing Wellington Street and Dufferin Avenue, and 3 storeys for buildings adjacent to houses on Wolfe Street and Princess Avenue. The proposed development is adjacent to five houses on Wolfe Street and one house on Princess Avenue. As a result, our view is that the 3-storey maximum should apply.

- The proposed development is inconsistent with the Ontario Municipal Board’s 2015 decision in *CHC MPAR Church Holdings v. City of Toronto*. In that case, the proponent wished to construct a 32-storey building adjacent to a designated property. The OMB determined that respectful separation distance was critical to conserving the heritage attributes of the neighbouring designated and listed properties. The 556 Wellington Street site is immediately adjacent to properties that are designated under Part V of the Ontario Heritage Act (as part of the West Woodfield HCD).
- The proposed development would set a precedent for inappropriate construction in other City of London Heritage Conservation Districts. There is little point to establishing Heritage Conservation Districts if their architectural heritage integrity is not respected by the city. There is no point to having rules if exceptions are always granted to anyone who requests one.
- The suggested design and massing are out of character with West Woodfield, a neighbourhood of Victorian homes, and with the other homes bounding Victoria Park.
- Five storeys of above-ground parking, and only two below-ground levels of parking, are proposed. Since the proposed parking structure would apparently be only 2 meters away from one of the neighbouring houses (on Princess Avenue), there is no room for the owner of 556 Wellington Street to plant trees or do anything else to shield the parking structure from the view of nearby residents.
- Nearby properties on Wolfe Street, including the five that border on 556 Wellington Street, and nearby properties on Princess Avenue would be adversely impacted by the proposed development. There would be a significant loss of privacy and a loss of natural sunlight. The shadow studies show that the shadow of the buildings would extend all the way to Waterloo Street during some time periods, and that several houses on Wolfe Street and Princess Avenue would be in shadow almost all of the afternoon during March and September.
- Victoria Park would be adversely impacted by the proposed development. There would be a significant loss of natural sunlight, to the detriment of vegetation and public enjoyment of the park.

For 556 Wellington Street, our opinion is that a residential development (with underground parking) that is in keeping – in height, massing, construction material, and design – with the character of the West Woodfield HCD (and that is in accordance with the relevant HCD Plan policies) would be more appropriate than what has been proposed.

Sincerely,

Kelley McKeating
President, Architectural Conservancy Ontario – London Region

Copy: Cathy Saunders, City Clerk (csaunder@london.ca)
Heather Lysynski, PEC Committee Secretary (hlysynsk@london.ca)
Chair of LACH through Jerri Bunn, LACH Committee Secretary (jbunn@london.ca)

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Kelly Scherr, P.Eng, MBA, FEC, Managing Director
Environmental & Engineering Services and City Engineer

Subject: Silverleaf Subdivision – Transportation Mobility and Safety
Meeting on: September 21, 2020

Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following report be received for information.

Executive Summary

This report examines the safety and mobility associated with the width of neighbourhood or local streets within the Silverleaf Subdivision.

Analysis

1.0 Site at a Glance

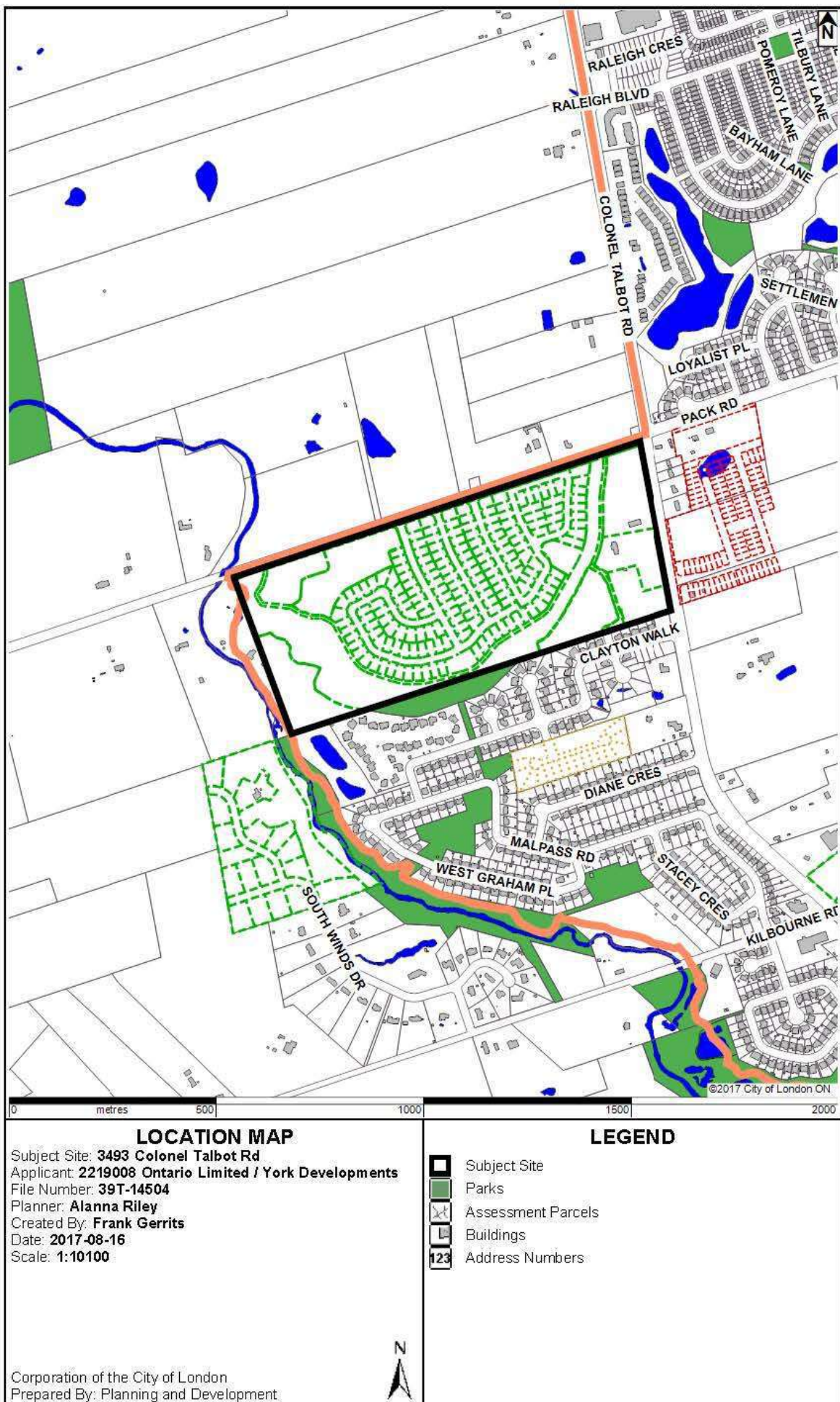
1.1 Property Description

Silverleaf Subdivision 2219008 Ontario Limited 3493 Colonel Talbot Road; 39T-14504

1.2 Previous Reports

- Planning and Environment Committee – January 18, 2016 – Public Participation Meeting, 39T-14504 Silverleaf Subdivision 2219008 Ontario Limited 3493 Colonel Talbot Road;
- Planning and Environment Committee – August 28, 2017 – Subdivision Special Provisions, 39T-14504 Silverleaf Subdivision 2219008 Ontario Limited 3493 Colonel Talbot Road;
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual;
- Civic Works Committee – March 3, 2014 – London Road Safety Strategy

1.3 Location Map of the Silverleaf Subdivision



2.0 Purpose of this Report

This report has been prepared in response to the August 25, 2020 Council Resolution regarding the Silverleaf Subdivision where Civic Administration was directed to review and report back regarding resident concerns related to “safety, road mobility, unfettered access to roads by residents and clear access for service, transportation and emergency vehicles”.

This report provides a review of safety and mobility considerations in relation to street widths in the Silverleaf subdivision. The report also provides background information regarding the transportation initiatives to promote safety, mobility and active transportation on City of London streets.

The Silverleaf Subdivision falls within the Southwest Area Plan (SWAP) and accordingly the associated policies are applicable which requires sidewalks on both sides of all streets with only a few exceptions. The policies related to the provision of sidewalks are important as they are aimed at supporting accessibility, pedestrian safety and promoting active transportation.

The scope of this report does not include a policy review of the provision of sidewalks in the Silverleaf Subdivision as this is addressed through the above referenced planning document. It is noted that the issue of providing a sidewalk on both sides of the street is independent of the street width. The provision of a second sidewalk would not change the width of the streets in this subdivision.

3.0 Relevant Background

A number of residents of the Silverleaf Subdivision located in the Lambeth area have requested that a second sidewalk on Silverleaf Chase and Silver Creek Crescent not be constructed. The residents are concerned that the second sidewalk will result in the need for additional on-street parking which will impede the movement of emergency, service, para-transit and school vehicles along their streets. They have expressed safety concerns with the narrow width of the roadway which in their opinion warrants the removal of the second sidewalk.

The Silverleaf Subdivision is currently under construction and is less than half built out at this time. The design of the subdivision street network was completed in 2017 and is consistent with the City standards at that time. A number of residents have constructed concrete driveways and landscaping which will be impacted by the installation of a second sidewalk.

This issue was presented to the Planning and Environment Committee (PEC) at the July 15, 2020 meeting through a resident petition which requested that the proposed new sidewalks not be installed. The petition identifies a number of concerns related to safety and traffic mobility associated with the narrow streets including access for garbage trucks, emergency vehicles, transit vehicles and school buses. The petition also identifies items related to the London Plan appeal and concerns related to communication with the builder and developer of the subdivision. The petition was received by the Committee with no further action recommended to be taken.

This item was reconsidered at the August 10, 2020 PEC meeting where a request was made to forgo the sidewalk on the east side of Silverleaf Chase and the inside of Silver Creek Crescent as well as restricting parking to one side of the street citing safety and mobility concerns as well as an incident where a London Fire Services vehicle had challenges travelling through the subdivision due to parked/stopped vehicles on both sides of the street.

Arising from this item, the Committee requested City Administration to review the resident concerns and report back to PEC regarding “safety, road mobility, unfettered access to roads by residents and clear access for service, transportation and emergency vehicles”. A delegation request was also granted for a representative of the Silverleaf community to speak at a future meeting of the Planning and Environment Committee when the staff report is brought forward for consideration.

On August 20, 2020 the City Clerk received further correspondence from a lawyer representing several property owners residing along Silverleaf Chase and Silver Creek Crescent requesting reconsideration of a second sidewalk along these streets. The correspondence raises concerns with the pavement width and includes a report completed by an engineering and architecture consulting firm. The engineer’s report identifies two potential options including removal of the sidewalk from one side of the street and changing the sidewalk location to the back of the curb. The report recommends removal of the sidewalk from one side of the street in order to provide additional parking in private driveways to reduce the need for on-street parking.

The August 20, 2020 correspondence was considered at the August 25, 2020 Municipal Council meeting where Council passed a resolution stating that “the Civic Administration BE DIRECTED to review the concerns outlined in the resident correspondence regarding “safety, road mobility, unfettered access to roads by residents and clear access for service, transportation and emergency vehicles” and to report back addressing the concerns raised”.

This report is in response to the Council Resolution and provides a review of safety and mobility considerations in relation to street widths in the Silverleaf Subdivision. The report also provides background information regarding the transportation initiatives to promote safety, mobility and active transportation on City of London streets.

4.0 Key Issues and Considerations

In 2018, the City’s Complete Streets Design Manual was adopted as a transformative tool to guide the way streets are designed in London. The complete streets approach considers the needs of pedestrians, cyclists, transit riders, and motorists and building streets that balance these needs and prioritize road safety. The London Plan, as well as the transportation master plan (TMP), Smart Moves, provide clear policy direction that the planning and design of future streets, as well as the renewal of existing streets should be supportive of all road users, and be “complete.” Furthermore, in 2017 the City of London adopted the Vision Zero principles, which are based on the notion that no loss of life as a result of traffic-related collisions is acceptable.

The City’s Complete Street Design Manual (CSDM) identifies the vision for “Neighborhood Streets and Connectors” as corridors that provide a high quality pedestrian realm, strong multi-modal connectivity, and managed motor vehicle speeds and volumes that support a high quality of life in residential neighbourhoods. Neighbourhood Streets include narrow motor vehicle travel lanes and low volumes of traffic to help manage vehicle speeds. The movement of service and emergency vehicles along these streets are important and need to be accommodated, but managing motor vehicle speeds and volumes in residential areas typically receives more emphasis on minor streets.

Research and experience from other jurisdictions has shown that the width of streets has a significant impact on the behaviour of drivers and acts as a passive traffic calming measure to reduce travel speeds on Neighbourhood Streets. The presence of on-street parking can also provide significant traffic calming benefits and assist in managing speeds in residential areas.

While the CSDM was completed in 2018, after the design of the street network in the Silverleaf subdivision, the principles and approach apply to new City streets and are

adopted to reconstruction projects across the City. Narrower streets contribute to slower traffic speeds and fewer traffic calming related complaints. The City currently expends significant resources in responding to resident concerns related to speeding and traffic calming in established neighbourhoods, typically in areas with wide streets and minimal on-street parking usage.

Street widths in new subdivisions are defined in the Design Specifications and Requirements Manual (DSRM). In 2017, when the Silverleaf subdivision streets were being designed, the DSRM identified local (Neighbourhood) street widths, ranging from 6 m to 8m. The street widths designed for Silverleaf Chase and Silver Creek Crescent are consistent with the City's design standards at the time and also reflect the current approach to the design of Neighbourhood Streets as provided in the Complete Streets Design Manual. There are a number of examples around the city where this standard has been implemented, but with a single sided sidewalk. These were applications that were approved based on the standards at the time of application.

The standard street widths provided in the DSRM are selected to accommodate fire trucks, snow plows, garbage trucks and other service vehicles on all streets. Additional pavement width is provided at 90 degree bends in the street to facilitate turning movements of larger vehicles. On-street parking on narrow neighbourhood streets does give the impression that the width is constrained resulting in lower traffic speeds and is typically considered to be an effective traffic calming measure.

During construction of new residential subdivisions, operational issues are common and do include issues with the presence of contractor and supplier trucks and vehicles parking and blocking streets and driveways. The subdivision developer has an obligation to manage these issues prior to assumption of the subdivision streets by the City. To address this issue in the Silverleaf Community, the City and developer are working cooperatively to install no-parking restrictions on one side of Silver Creek Crescent and Silverleaf Chase. This will organize on-street parking and enable access for large service and emergency vehicles and more efficient traffic movement. This restriction is typical, was anticipated and is being advanced to address the concerns raised. The supply of on-street parking is typically sufficient on neighbourhood streets with wider large frontages and longer spacing between driveways like the Silverleaf Subdivision. The bylaw amendment to support these parking restrictions will be presented to the Civic Works Committee at their September 22, 2020 meeting.

5.0 Conclusion

A number of residents in the Silverleaf Subdivision, specifically on Silverleaf Chase and Silver Creek Crescent have expressed concerns with the width of their Neighbourhood Streets and sidewalk layout related to safety, mobility, access and movement of emergency and service vehicles. Large vehicle access issues were observed due to vehicles parking on both sides of the street in this subdivision which is currently under construction.

The width of Neighbourhood Streets has a significant impact on safety and mobility. Road safety is paramount and an important part of the London Plan, the Transportation Master Plan and Vision Zero program.

The use of narrow streets helps to manage traffic speeds and volumes. The movement of emergency and service vehicles is also important and is accommodated as part of the design process however priority is given to safety through the management of vehicle speeds. The 6m street width used in the Silverleaf Subdivision on Silverleaf Chase and Silver Creek Crescent is consistent with other developments in London and can accommodate all street needs while proactively contributing to slower speeds and less future community road safety concerns. Narrow streets require organization of on-street parking; this was always anticipated and currently is underway in collaboration with the developer.

Prepared by:	GARFIELD DALES, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN MATT FELDBERG, MANAGER, DEVELOPMENT SERVICES (SUBDIVISIONS)
Submitted by:	DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION
Recommended by:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 14, 2020
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From: van Holst, Michael

Sent: Thursday, September 17, 2020 4:35 PM

To: PEC <pec@london.ca>

Subject: Reconsideration for Silverleaf Subdivision. Added for PEC agenda.

Dear PEC committee,

The Silverleaf community has requested that reconsideration be given to the decision regarding sidewalks on both sides of the street. Let this be notice of my intent to make that motion at Council.

Sincerely,

Michael van Holst
Councillor, Ward 1

London Advisory Committee on Heritage

Report

The 6th Meeting of the London Advisory Committee on Heritage
September 10, 2020

Attendance PRESENT: D. Dudek (Chair), S. Bergman, M. Bloxam, J. Dent, L. Fischer, S. Gibson, T. Jenkins, S. Jory, E. Rath, M. Rice, K. Waud and M. Whalley and J. Bunn (Committee Clerk)

ABSENT: J. Manness

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol, L. Jones, L. Maitland, H. McNeely and B. Westlake-Power

The meeting was called to order at 5:30 PM; it being noted that the following Members were in remote attendance: S. Bergman, M. Bloxam, J. Dent, L. Fischer, S. Gibson, T. Jenkins, S. Jory, J. Manness, E. Rath, K. Waud and M. Whalley

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 5th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 5th Report of the London Advisory Committee on Heritage, from its meeting held on August 12, 2020, was received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 660 Sunningdale Road East

That it BE NOTED that the Notice of Planning Application, dated August 26, 2020, from S. Meksula, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 660 Sunningdale Road East, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 260 Sarnia Road

That it BE NOTED that the Notice of Planning Application, dated August 5, 2020, from M. Wu, Planner I, with respect to a Zoning By-law Amendment related to the property located at 260 Sarnia Road, was received.

4. **Sub-Committees and Working Groups**

None.

5. **Items for Discussion**

5.1 Heritage Alteration Permit Application at 556 Wellington Street, West Woodfield Heritage Conservation District by Great-West Life Assurance Company c/o GWL Realty Advisors

That, on the recommendation of the Director, Development Services, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act to construct two high-rise buildings on the property located at 556 Wellington Street, within the West Woodfield Heritage Conservation District, BE REFUSED; it being noted that the concerns raised by the London Advisory Committee on Heritage (LACH), on their report dated December 11, 2019, regarding the Heritage Impact Assessment for the above-noted matter, have not been addressed to the satisfaction of the LACH.

5.2 Request to Remove from the Register - Heritage Listed Property - 1455 Oxford Street East

That, on the recommendation of the Director, Development Services, with the advice of the Heritage Planner, the property at 1455 Oxford Street East BE REMOVED from the Register of Cultural Heritage Resources.

5.3 Heritage Alteration Permit Application by M. Ventura at 562 Maitland Street - East Woodfield Heritage Conservation District

That, on the recommendation of the Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking approval for the proposed alterations to the property located at 562 Maitland Street, within the East Woodfield Heritage Conservation District, BE PERMITTED with terms and conditions:

- all exposed wood be painted;
- the previously installed 6"x6" wood posts be finished with wood materials in the design submitted as part of the Heritage Alteration Permit application;
- the previously removed rails and spindles be conserved and re-installed; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

5.4 Heritage Alteration Permit Application by C. and J. Younger at 91 Bruce Street - Wortley Village-Old South Heritage Conservation District

That, on the recommendation of the Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking approval for the proposed alterations to the property at 91 Bruce Street, within the Wortley Village-Old South Heritage Conservation District, BE PERMITTED with terms and conditions:

- the rear addition results in a new building height to reflect no more than a 3' increase;
- the new exterior cladding to consist of tongue-and-groove wood siding;
- the new windows on the rear addition to consist of double-hung, aluminium clad wood windows consistent with the style and proportions of the existing windows on the dwelling;
- the roof materials on the addition to consist of asphalt shingles;
- all the exposed wood be painted;
- the existing conditions of the property and dwelling be photographed for documentation purposes prior to the construction of the addition; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

5.5 Amended Heritage Alteration Permit Application by S. MacLeod at 59 Wortley Road - Wortley Village-Old South Heritage Conservation District

That, on the recommendation of the Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking approval for alterations to property at 59 Wortley Road, within the Wortley Village-Old South Heritage Conservation District, BE PERMITTED with the following terms and conditions:

- the replacement railing on the steps be constructed of wood, with a top and bottom rail and wood spindles set between;
- all the exposed wood of the steps and railings be painted; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

6. Adjournment

The meeting adjourned at 6:42 PM.