

Agenda Including Addeds

Planning and Environment Committee

The 2nd Meeting of the Planning and Environment Committee

January 18, 2021, 4:00 PM

2021 Virtual Meeting - during the COVID-19 Emergency

City Hall is temporarily closed to the public for in-person attendance at Standing Committees and Council meetings.

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

Members

Councillors P. Squire (Chair), S. Lewis, S. Lehman, A. Hopkins, S. Hillier, Mayor E. Holder

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Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett
Director, Planning and City Planner
Subject: 2019 State of the Downtown Report
Date: January 18, 2021

Recommendation

That, on the recommendation of the Director, Planning and City Planner, the *2019 State of the Downtown Report*, attached as Appendix “A”, **BE RECEIVED** for information purposes.

Executive Summary

State of the Downtown reports provide a snapshot of the economic health and vibrancy of downtown, and the individual and collective impacts of activity and investments over a period of time. Data is collected and analyzed, and the reports are prepared every two years. The *2019 State of Downtown Report* is the ninth report prepared by the City and contains information from 2018 and 2019. This iteration of the report does not reflect the impacts of COVID-19 on the current state of the Downtown.

Linkage to the Corporate Strategic Plan

Municipal Council’s 2019-2023 Strategic Plan identifies “Building a Sustainable City” and “Growing our Economy” as strategic areas of focus. Revitalizing London’s downtown and urban areas is a strategy within both those strategic areas.

Monitoring the health and vitality of the downtown ensures that the City is making wise investments in the core, as well as sharing the story with our partners and the public of how the cumulative impact of both public and private investment are helping the downtown to grow and evolve over time, and to become a vibrant, viable neighbourhood.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Previous State of the Downtown Reports submitted for 2003, 2005, 2006, 2009, 2011, 2013, 2015 and 2017.

2.0 Discussion and Considerations

2.1 Scope of this Report

This report covers the two-year period between January 1, 2018 and December 31, 2019. The information in the report provides a review of activity, events, and change for several factors for that period, and where data allows, a comparison to previous years.

The impact of the COVID-19 virus and pandemic is not reflected in this report; it will be captured in the 2021 State of the Downtown Report. Staff has started to collect information for the 2021 report and are participating in discussions about the impact of COVID-19 on Canadian downtowns and the many recovery efforts being put in place.

Based on plans approved in 2018 and 2019, and 2020 reporting to date, Staff anticipates that downtown construction activity will remain relatively stable. The City’s investment in downtown infrastructure has and will continue in 2020 and 2021 through projects including the Core Areas Sewer Separation Program, the East-west Cycle

Track implementation, and the Rapid Transit Downtown Loop. The City's investment in the *Core Area Action Plan* implementation and the financial incentive programs will also continue.

Like downtowns everywhere, businesses requiring foot traffic (retail, restaurants), the recreation and programming sector, and entertainment and hospitality sectors (concert venues, hotels, event organizers) have been the most affected. Although the impacts will be severe and recovery very difficult, Staff also anticipates that the next State of the Downtown Report will be able to illustrate new initiatives and innovative responses to some of the challenges presented by COVID-19 including new technological approaches to issues, innovative programs, and new collaborations and partnerships.

2.2 The Importance of Downtowns

The London Plan emphasizes inward and upward growth to create a compact, mixed-use city. It highlights the Downtown as the focus for residential intensification, commerce, employment, and economic growth. Downtown will also be planned for a high degree of pedestrian amenity, making it a great place to live, shop, work, and play.

The importance of downtowns to a city's economy is increasingly being recognized in Canada and throughout North America. In 2013, the Canadian Urban Institute (CUI), in partnership with the International Downtown Association, released *The Value of Investing in Canadian Downtowns* – the first large-scale attempt to measure, benchmark, and assess the impact of municipal and private investment across 17 Canadian downtowns. The State of the Downtown reports build on this and allow us to assess the collective impact of the City's strategic policies, programs, and investments by the municipality, the private-sector, and the non-profit sector.

It is important to continue to invest in the downtowns of our cities for many reasons, and key strengths and value can be summarized in five main areas:

1. Downtowns are leading economic drivers for cities.

Although downtowns are usually small in area compared to the city, they are typically the locations of the most employment opportunities (and often most diverse employment opportunities), head offices, concentration of office space, and contribute a greater percentage of tax revenue per area than other parts of a city. Monitoring employment activity in London's downtown will be extremely important in the coming years as we see changes to how and where people are working because of the pandemic.

2. Downtowns are inclusive.

Downtowns are usually where you see the most diversity, inclusivity and open-mindedness in places. Downtowns are concentrations of civic and institutional buildings, and provide accessible public space, transportation, opportunities, and services for everyone.

3. Downtowns are vibrant.

The concentration of both public and private destinations, activities and spaces are a draw for people who live, work, and visit a city. Downtowns are cultural and entertainment hubs and supporting this aspect of downtown has both economic and cultural benefits. Supporting London's downtown destinations, venues and independent businesses has been, and will need to continue to be, a key focus moving into 2021 and beyond.

4. Downtowns have cultural significance.

Downtowns represent the essence of a city and are still the first place we take visitors – they are areas that distinguish a city from somewhere else. They are a visual representation of the health and well-being of a community, and a reflection of local culture. Most built heritage and public space in a city are often in and surrounding downtown, creating a unique sense of place and vibrant public realm, both of which attract people and investment.

5. Downtowns can be models of sustainability and resiliency

Downtowns are compact, interconnected, dense, diverse, and predominantly mixed use in form. They are surrounded by established neighbourhoods, connected to transportation hubs and tend to provide infrastructure prioritizing pedestrians and cyclists. As they are already serviced by infrastructure and have received investment over the past decades, they are economically and geographically efficient places for growth and redevelopment. They can be models for sustainable development and innovation, providing opportunities for new modes of transportation, and the (re)use of existing infrastructure and buildings.

Downtowns are unique, complex, interconnected systems in which many people, businesses, and organizations play key roles in its growth and change over time. Supporting a healthy and vibrant downtown is a long-term and ongoing process, requiring unique approaches, continued commitment, partnerships, resources, innovation and passion.

2.3 Why Track the Impact of Revitalization Measures?

City Planning, with the assistance of other City Service Areas, businesses, agencies and organizations, tracks changes in the downtown to assess the impacts of both short-term and long-term investments. Monitoring and reporting on this data provides empirical evidence to help inform strategy and investments in the downtown. It also helps to measure progress being achieved through the Downtown Community Improvement Plan and associated financial incentive programs.

Downtown dynamics and economies are interrelated, and investment in one area can have significant spin-off benefits in others. The State of the Downtown reports provide a snapshot in time of the health of downtown and the individual and collective impacts of our investments.

2.4 History of Investments in Downtown

The revitalization of downtown has been a key focus of the City for many years.

In 1986, financial incentives programs for the downtown were initiated (Façade Improvement Loan) and continue to this day.

The *Downtown Millennium Plan*, prepared in 1998, was recognized by the International Downtown Association (IDA) as a key driver for revitalization in the downtown. Due to this plan, over \$100 million was invested in public facilities including Budweiser Gardens (formerly John Labatt Centre), the Central Library and Covent Garden Market. These investments have dramatically increased the number of visitors to downtown, continue to have economic spin-off benefits (e.g. to other businesses and destinations), and continue to stimulate assessment growth through private sector development in downtown.

Our Move Forward: London's Downtown Plan was adopted in 2015 and focuses on investment in the public realm. This plan highlights strategic directions for planning and design decisions and outlines 10 transformational projects that focus on large-scale improvements to public spaces and facilities. One of these, Dundas Place, was completed in 2019. Through many stakeholders including the City of London, the private sector, and social-profit organizations, the vision of *Our Move Forward* is continually incorporated into downtown projects.

In November 2019, Council received the *Core Area Action Plan* which outlined approximately 70 initiatives to help support the downtown. Through the 2020-2023 Multi-Year Budget, funding was approved for many of those initiatives, highlighting the City's continued commitment to the vitality of the downtown.

2.5 Changes to the Report Format and Measures

The attached *2019 State of the Downtown Report* adopts the format of the 2017 report, and slightly expands the measures being reported. Like the 2017 report, this iteration demarcates new sections that have been added to the report with a 'NEW' icon. Key facts and figures are included throughout the report.

3.0 2019 State of the Downtown Report Highlights

- Dundas Place, the first Transformational Project in *Our Move Forward, London's Downtown Plan*, was completed in 2019.
- In 2018 and 2019, seven different projects/initiatives in the downtown won awards including 2 International Downtown Association (IDA) awards, 4 London Heritage Awards and 1 Urban Design Award.
- In 2019, the downtown – 0.2% of the city's land area - contributed 5.5% of the total municipal taxes.
- The assessment value of downtown has increased by 70% over the past 10 years, reaching \$1.96 billion in 2019.
- For 2018 and 2019, the total construction value in the downtown for residential, commercial, institutional, and industrial project totaled over \$143 million.
- In 2018 and 2019, a total of 134 affordable housing units were added to the downtown.
- Four downtown technology companies were featured on the 2019 annual ranking of 500 of Canada's Fastest Growing Companies.
- The second building in Fanshawe College's Downtown Campus successfully opened in 2018; drawing over 3,300 student and 250 staff/faculty in total to the downtown.
- Almost 40,000 people are employed in jobs in the downtown - 19% of all jobs in the city.
- Downtown retained approximately 75% of London's total supply of office space.
- Music, entertainment, and cultural events drew over 5.5 million people to indoor and outdoor downtown destinations in 2018 and 2019.
- The City hosted the 2019 JUNO Awards and Home County Music & Art Festival, producing a combined total of almost \$18 million impact on the economy.
- Community Improvement Plan financial incentives contributed approximately \$1.24 million in loans during this two-year period, leveraging \$3.35 million in private sector investment.

Conclusion

The *2019 State of the Downtown Report* provides a snapshot of the economic health, prosperity, and vibrancy of the downtown for the period between 2018 and 2019.

City Planning has started collecting information for the *2021 State of the Downtown Report*, which will be released in 2022. It is our intent to continue to report on the broadened range of revitalization measures, verify the accuracy of the information, and present the results in a clear informative format for Council, City staff, businesses, private investors, downtown stakeholders, and the public.

Prepared by: Laurel Davies Snyder, MCIP, RPP
Planner II, Urban Regeneration

Submitted by: Britt O'Hagan, MCIP, RPP
Manager, City Building and Design

Recommended by: Gregg Barrett, AICP
Director, Planning and City Planner



London
CANADA



City of London

State of the Downtown

Acknowledgments

This document would not be possible without the contribution of staff within many City of London service areas, including: Building, Engineering, Parking, Parks and Recreation, Planning and Development, Realty, Taxation and Revenue; as well as our community partners including Budweiser Gardens, CBRE Limited, Centennial Hall, CityStudio London, Covent Garden Market, Downtown London, Fanshawe College, Greyhound Canada, Housing Development Corporation, London Arts Council, London Community Foundation, London Economic Development Corporation, London Music Hall, London Public Library, London Transit Commission, Museum London, RBC Place London (formerly London Convention Centre), The Grand Theatre, Tourism London, Western University, Wolf Performance Hall, and all those that provided data and information.

Cover Photo: Life of Leisure Media

City Planning
Urban Regeneration Division
2020

Executive Summary

The downtown comprises 0.2% of London's land area and in 2019, contributed 5.5% of the city's tax base. Downtown's assessment value has more than doubled in the past 20 years, reaching \$1.96 billion in 2019. Building permit value was over \$143 million for 2018 and 2019.

Over 39,000 people are employed in the downtown - which is 19% of all people employed in the city. Over 35,500 people travel into the downtown to work. Four downtown technology companies were ranked on the 2019 list of 500 of Canada's Fastest Growing Companies. The second building of Fanshawe College's Downtown Campus successfully opened in 2018, and has brought 3,300 students and 250 staff/faculty to the downtown. By the end of 2019, office vacancy had dropped slightly to 18.4%.

The population of downtown increased in 2019 to 4,761 people. 75% of the downtown households are 1- and 2-person households, compared to 32% city-wide. Almost 77% of the 3,260 dwelling units are apartments (high-rise 70.6%, low-rise 26.5%). In 2018 and 2019, there was almost \$100 million in residential construction downtown, including 175 market rate residential apartment units and 134 affordable housing units.

Key destinations, arts and culture events, and programming continue to draw people to the downtown. Over 5.5 million people visited downtown destinations for music and cultural events in 2018 and 2019, resulting in direct support for local businesses. Music continues to grow as a major attraction for the downtown. The 2019 JUNOs and Home County Music & Art Festival produced almost \$18 million of economic impact.

With 21.5 km of sidewalks, green spaces, amenities, unique architecture and a compact form, the downtown is a Walker's Paradise. There are now 525 bicycle parking spaces downtown, and a temporary cycle track with islands was installed on King Street from Ridout to Colborne in 2019 to create a safe east-west connection during extensive downtown construction. In December 2019, it was announced that a new, fully accessible bus transit service connecting southwestern communities will launch three routes in 2020. London's route will have multiple daily trips connecting the city to Sarnia, Strathroy-Cardoc, Mount Brydges and Komoka.

The Community at its Core and Connecting Our Future brands were launched in 2018 and 2019. The *Core Area Action Plan* was received by Council in 2019 and a number of activities were completed that year. Work also continued on the *Music, Entertainment and Culture District Study* to support a more vibrant downtown with a focus on attracting a younger population and increasing tourism and support for local businesses.



Photo: City of London

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Introduction

State of the Downtown Reports are compiled every two years to show the growth and change in the downtown over time. This is the ninth edition of the State of the Downtown Report, and covers the two-year period between January 1, 2018 and December 31, 2019.

Since 2003, the City of London has been tracking the health and progress of the downtown using a core set of indicators. This report uses the same indicators as in the 2017 report, building on the baseline of information.

With the adoption of the Downtown Heritage Conservation District (HCD) in 2013, the expansion of the Downtown Business Improvement Area (BIA) boundary in 2014, the adoption of Our Move Forward – London’s Downtown Plan in 2015, the adoption of The London Plan in 2016, and the adoption of the new City of London Strategic Plan in 2019, and the creation and endorsement of the Core Area Action Plan (CAAP) in 2019, how we define the physical limits of the downtown is a constant consideration. Every effort is made to keep the data comparable year-to-year however, it’s important to note that data sets and information collected can be related to specific geographic boundaries associated with the downtown.

Noteworthy Moments Since 2017

April 2018	Phase I of the Core Area Sewer Separation Program begins
Construction of Phase I of Dundas Place begins	April 2018
October 2018	Construction starts on Old Oak Properties' One Richmond Row, a new 175-unit apartment building
London hosted Canadian JUNO Awards which created \$12.5 million of economic impact	March 2019
March 2019	Construction of Phase II of Dundas Place begins
Phase II of the Core Area Sewer Separation Program begins	April 2019
July 2019	Façade Up-lighting Grant approved by Council
Four downtown technology businesses ranked on Canada's Top 500 Fastest-Growing Companies	September 2019
October 2019	Two downtown initiatives win International Downtown Association (IDA) Awards
<i>Core Area Action Plan</i> adopted by Council	November 2019
December 2019	Completion of Dundas Place, the first Transformational Project in Our Move Forward, London's Downtown Plan

London's Downtown Boundaries

There have been many projects focused on downtown London, and each has defined the boundaries of the downtown slightly differently. For the purpose of this report, three key boundaries are summarized below.

Downtown Business Improvement Area (BIA)

The Downtown BIA is managed by the London Downtown Business Association. The boundary defines the property and business owners who contribute to the improvement and promotion of the downtown through an annual levy on the property tax.

Downtown Heritage Conservation District (HCD)

The Downtown HCD was established through a study that identified properties of heritage value, which together with their overall landscape, establish a collective heritage character. The Downtown HCD establishes a policy framework to protect, conserve, and enhance the heritage character of the downtown.

Downtown Official Plan Designation

Downtown as defined by the 1989 Official Plan. This boundary determines the land use permissions for the properties within it, and the corresponding policies that guide the long-term growth and development of this area. In most instances in this report, the area within this boundary is the one referenced.

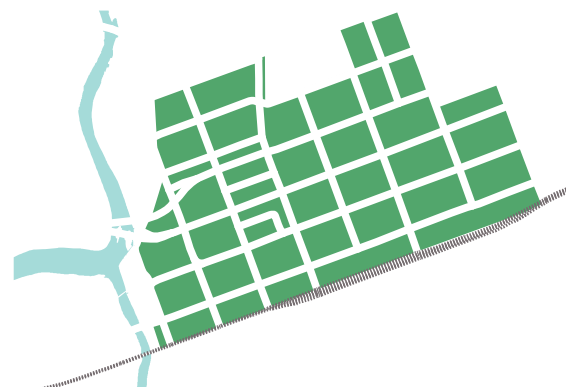
Downtown Business Improvement Area



Downtown Heritage Conservation District



Downtown Official Plan Designation



Investment



Photo: City of London

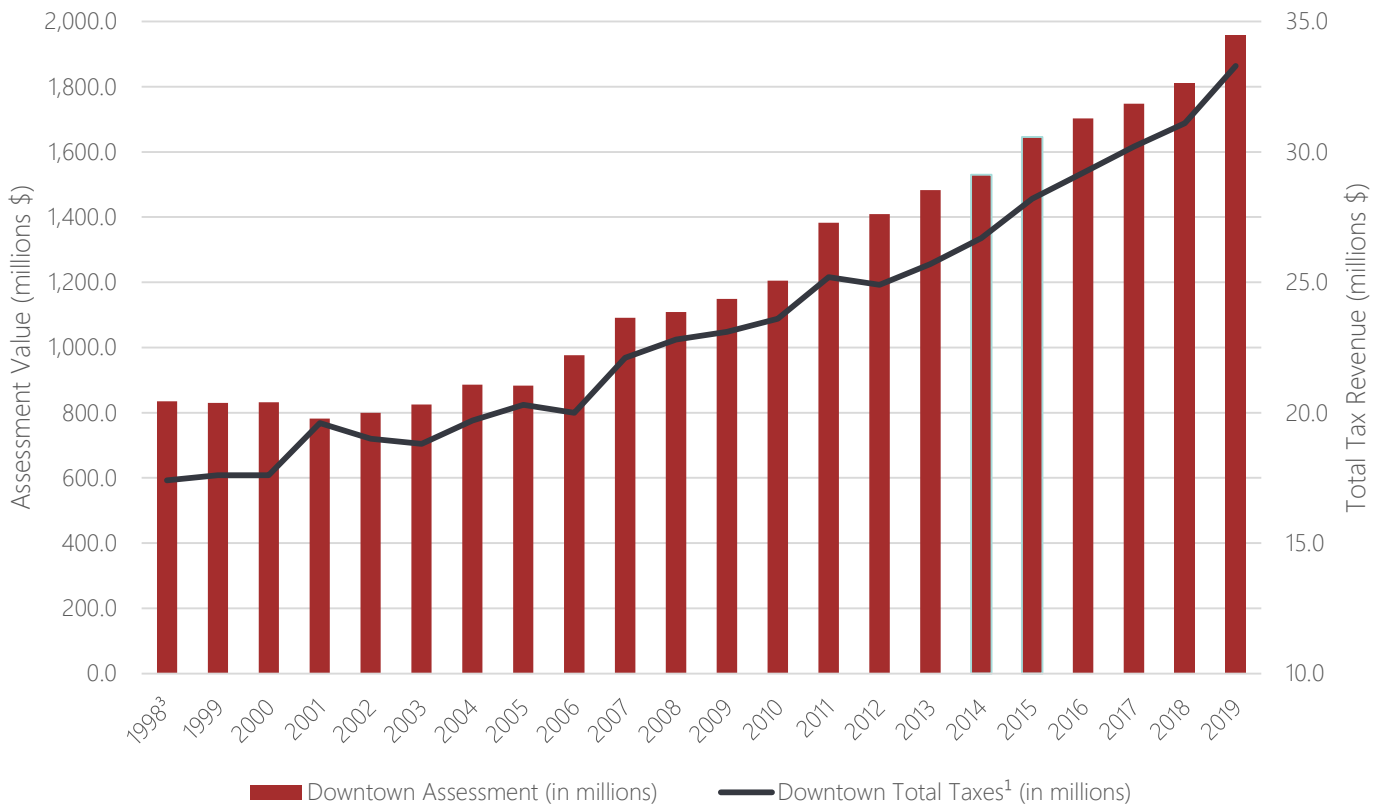
Assessment Value

The downtown as defined by the Official Plan downtown boundary is only 0.2% of the city's total land area and generated 5.4% and 5.5% of the city's property tax revenues in 2018 and 2019. Downtown property tax revenue rose to \$33.3 million in 2019, \$10 million more than in 2009.



Downtown assessment has more than doubled in the last 20 years, reaching **\$1.96 billion** in 2019, a **70.2%** increase over the past 10 years and **more than double** the assessment value 20 years ago in 1999.

Downtown Assessment Value and Taxes, 1998 - 2019



Development

Building Permits & Construction Value

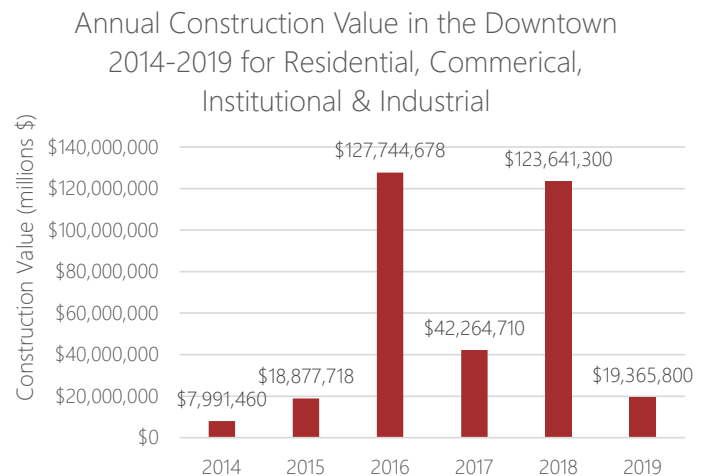
In 2018, there were 112 building permits issued in the downtown, with an approximate construction value of \$123 million. In 2019, there were 140 building permits issued with a total estimated value of just over \$19 million. The difference in value can be explained by two large developments in 2018; new apartment buildings at 40 York Street and 515 Richmond Street. Map 1 in Appendix B illustrates the location of downtown building permits in 2018 and 2019.

Table 2 in Appendix C summarizes the downtown building permits and construction value from 2014 to 2019 for residential, commercial, institutional, and industrial construction. Over 642 permits were issued during this period, totalling almost \$340 million in construction value. Over the past six years, commercial and residential construction have been the most dominant types of construction in downtown and have had the highest values of just over \$109 million and \$175.5 million respectively. The graph to the right illustrates annual construction values in the downtown 2014-2019.

Proposed Downtown Development

In 2020 and beyond, a potential 1854 new residential units could be added to the downtown core, as follows:

- 108 Fullarton/475-501 Talbot Street/93-95 Dundas Street (652 units)
- 131 King Street (266 units)
- 661 Talbot Street (236 units)
- 195 Dundas Street (700 units)



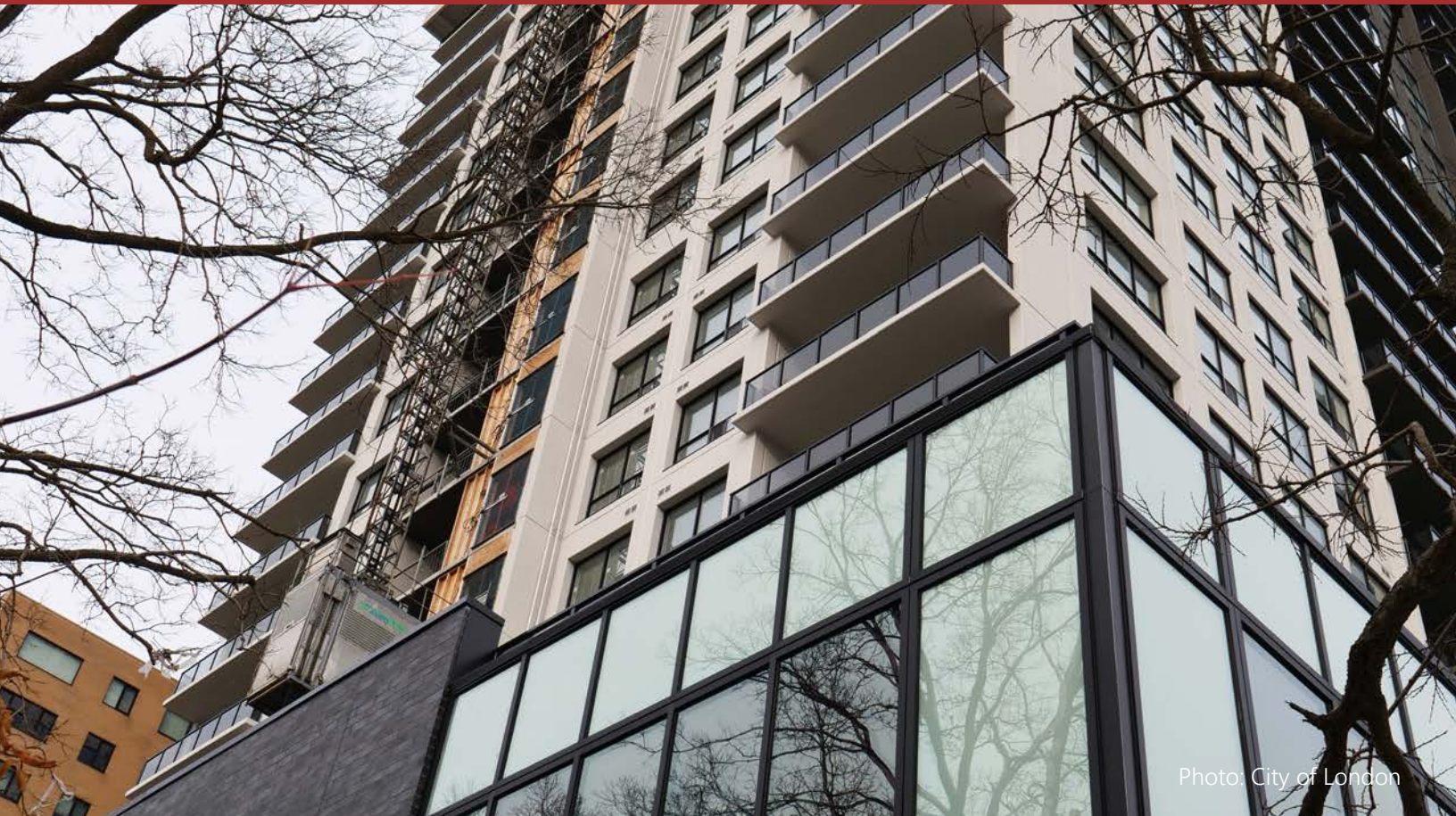
The construction value of downtown **building permits** issued in 2018 & 2019 was over **\$143 million**.

New Development, Additions, Alterations & Installations

There were two new major projects either started or completed in 2018 and 2019 equalling approximately \$100 million in investment. There were also many additions, alterations and installations totalling over \$24.3 million in 2018 and over \$19.3 million in 2019.

The two major projects were:

- “Riverwalk”, a new 245-unit new apartment building at 40 York Street (Tricar) continued in 2018, with a construction value of \$60 million.
- In 2018, construction started on “One Richmond Row”, a new 175-unit apartment building at 515 Richmond Street (Old Oak Properties) with a construction value of \$39.3 million.



Since 1998, over **2400** residential units have been built, with a total construction value of over **\$338 million.**

Financial Incentive Programs

City of London Programs

In 2018, there were four active financial incentive programs provided through the Downtown Community Improvement Plan (CIP) - Upgrade to Building Code Loan, Façade Improvement Loan, Downtown Rehabilitation and Redevelopment Grant, and Residential Development Charges Grant. The Heritage Community Improvement Plan (CIP) also provided one program for downtown properties - the Heritage CIP Grant. In July 2019, the Façade Up-Lighting Grant was added to the slate of Downtown CIP programs.

For all programs, in 2018 and 2019, for every \$1 in loan funding \$2.70 in private sector investment was invested. During the same period, almost \$1.2 million in private-sector investment was leveraged through Upgrade to Building Code and Façade Improvement Loan funding, and for every \$1 of public investment in the DC Grant Program, \$15.50 in private investment was leveraged. Table 4 in Appendix C provides a summary of these programs from 2000 to 2019.

Upgrade to Building Code Loan

Interest-free and partially-forgivable loan for eligible building upgrades.

2018: \$603,743 issued

2019: \$448,697 issued

Façade Improvement Loan

Interest-free and partially forgivable loan for eligible exterior façade and eligible exterior building face improvements.

2018: \$137,717 issued

2019: \$50,000 issued

Façade Up-lighting Grant **NEW**

Grant to install up-lighting to showcase a building's façade design and architectural features.

2019: Program approved; no funding issued to date.

Heritage Community Improvement Plan (CIP) Grant **NEW**

Grant for improvements to properties designated under Part IV of the Ontario Heritage Act. The City of London administers the Heritage CIP Grant and the London Endowment for Heritage Fund through the London Community Foundation.

Rehabilitation & Redevelopment Grant

Annual grant to offset the tax increase resulting from a rehabilitation and/or redevelopment project.

Table 5 in Appendix C provides a summary of the program from 2000-2019.

2018: \$193,823 issued

2019: \$173,748 issued

Residential Development Charges Grant

Grant for residential development charges. At the beginning of 2018, this program was changed to require development charges to be paid up-front and build the project before any grant funding is issued. In 2018 and 2019, for every \$1 of public investment in the DC Grant Program, \$15.50 in private investment was leveraged.

2018: grants issued under former program: \$6.4 million (\$3.8 M for 32-40 York Street (Tricar); \$2.6 M for 515 Richmond Street (Old Oak).

2019: no funding issued.



Photo: City of London

Downtown London Mainstreet Programs

Downtown London provides two programs to their members.

About Face Grant Program

Grant for eligible property owners to improve the “face” of their building

2018: \$79,520 issued

2019: \$191,640 issued

Tenant Improvement Loan

Interest-free loan for eligible businesses and/or property owners to complete tenant improvements

2018: \$42,500 issued

2019: no funding issued

In 2018/2019, every **\$1** of public investment in the DC Grant Program leveraged **\$15.50** in private investment.

Heritage

Heritage Designations

The Downtown Heritage Conservation District (HCD) came into force and effect on June 27, 2013. Within the HCD and Official Plan Downtown boundaries, there are 352 heritage properties designated under Part V of the Ontario Heritage Act, and 17 properties designated under Parts IV and V of the Ontario Heritage Act.

Heritage Alterations & Demolitions

In 2018 and 2019 there weren't any properties individually designated under Part IV of the Ontario Heritage Act. During this time, there were 27 Heritage Alteration Permits approved each year, and 1 demolition request for a Heritage Designated property at 123 Queens Avenue (approved by City Council with terms and conditions).

Map 2 in Appendix B illustrates the location of Heritage Alteration Permits approved in 2018 and 2019, and London Heritage Awards granted in 2018 and 2019.

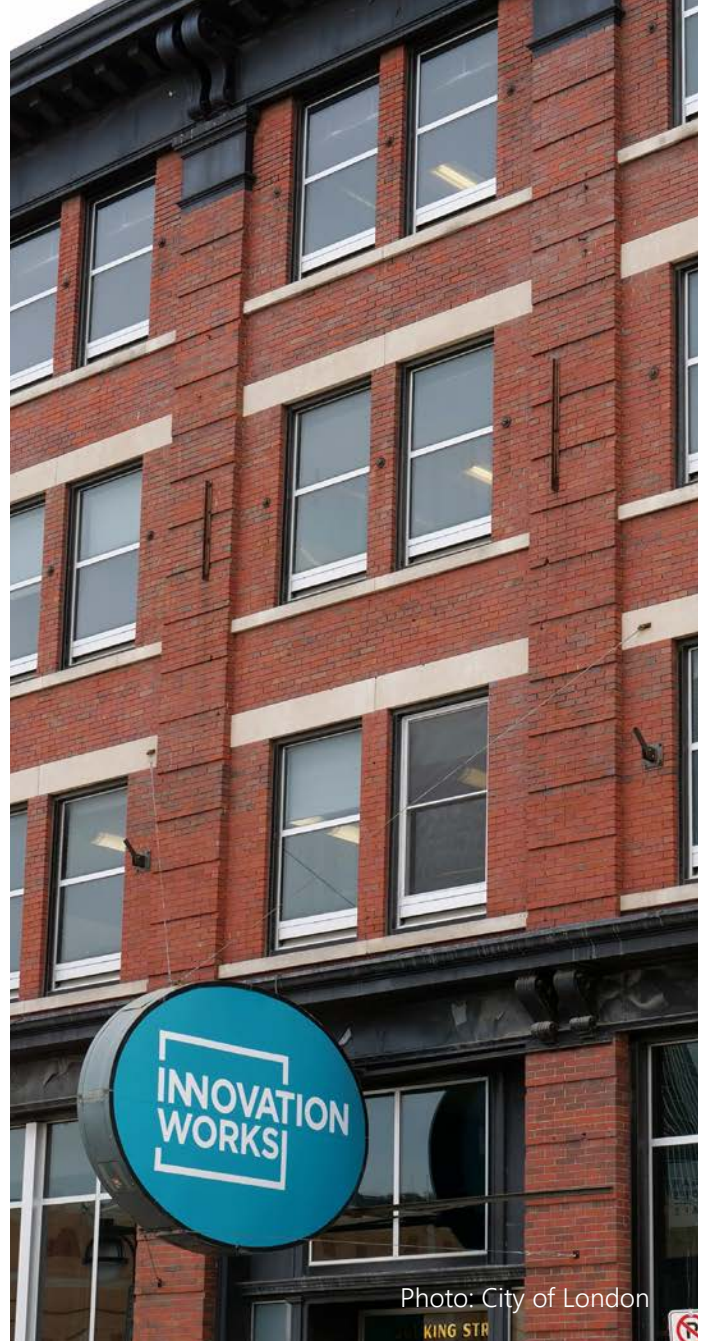


Photo: City of London

In 2018 and 2019, there were **27 Heritage Alteration Permits** approved each year, and 1 demolition request for a Heritage Designated property approved by City Council.

London Heritage Awards **NEW**

The London Heritage Awards are given out each year by Architectural Conservancy Ontario (ACO) – London Region and the Heritage London Foundation in recognition of outstanding leadership excellence in heritage conservation across the London region. This awards program recognizes individuals and organizations from the private and public sectors who demonstrate an extraordinary commitment to the conservation of London's built heritage.

2018 London Heritage Awards

- Garvey Block at 201 King Street which houses Innovation Works and Pillar Non-Profit Network
- Granger McMahan Block at 186 York Street which housed Design House London

2019 London Heritage Awards

- Info-Tech Building at 345 Ridout Street North
- The London Music Hall of Fame at 182 Dundas Street



Photo: City of London

Public Realm & Infrastructure Improvements

The public realm in the downtown consists of public spaces and streetscapes. There continues to be significant public investment in the public realm, including improvements to underground infrastructure. Other priorities are addressing accessibility and connecting surrounding residential neighbourhoods and commercial areas with the downtown. Both items are addressed in a number of ways.

Dundas Place

Dundas Place is the first Transformational Project in “Our Move Forward, London’s Downtown Plan”. The project was completed over two phases from 2018 to 2019. The \$16 million two-year infrastructure project not only upgraded the infrastructure below ground, but also transformed this portion of a main downtown street into a “flex” street - a distinctly designed street shared by pedestrians, cyclists, and motorists with pedestrian-friendly spaces for people to gather for festivals, events, and community activations. Planters were added along Dundas Street in the fall and winter of 2019.

Keys to the successful implementation of the Dundas Place project were the establishment of project-specific communications (including the website, logo (“Community at its core”), on-site directional and informational signage), and the staff team dedicated to the project which provided an accessible point of contact for businesses, visitors, and residents.

Three major events were held on Dundas Place in 2019 - the JUNOs, the transformation of Dundas Place into Jurassic Park to showcase the NBA finals with the Toronto Raptors, and Canada Day London. These events are described in more detail in the Arts & Culture section of this report.

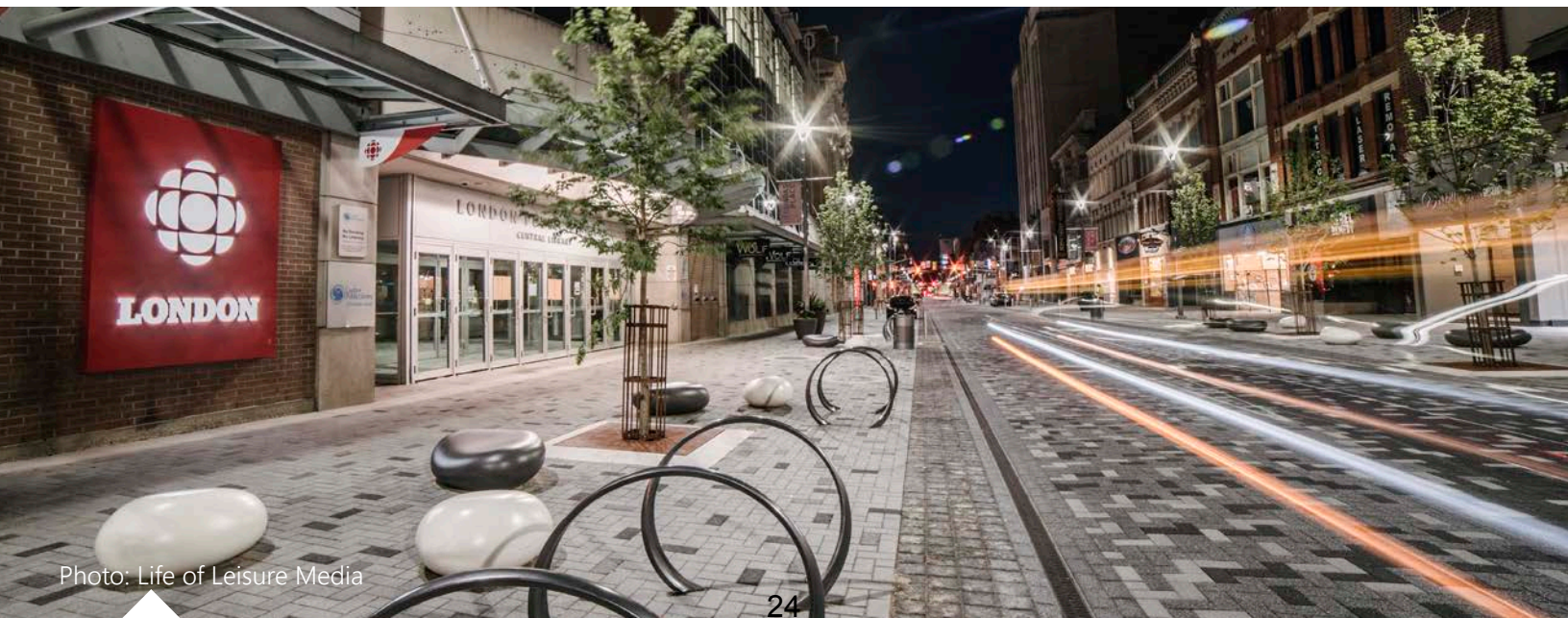


Photo: Life of Leisure Media



Photo: City of London

Heartstring Gateway (formerly Artisan's Alley)

The alleyway was transformed using vibrant graffiti art on buildings and strings of lights bulbs overhead. The Downtown London BIA funded the project and partnered with London Arts Council to host numerous activations in the space including jam sessions with musicians. Since the revitalization, the alley has become a popular photography destination. This project won an International Downtown Association (IDA) Award in 2019.

Back to the River

The Back to the River project is a community-led initiative by London Community Foundation in partnership with the City of London and Upper Thames River Conservation Authority (UTRCA) to refocus public and private investment on the riverfront to stimulate economic development, create a strong sense of place and identity, connect London to the Thames River, and revitalize the core. The One River Environmental Assessment (EA) was completed in 2019.

The transformation of Artisan's Alley into Heartstring Gateway won an **International Downtown Association (IDA) Award** in 2019.

London Area Wireless Network (LAWN)

In 2011, London Area Wireless Network (LAWN) was initiated to provide free outdoor public Wi-Fi zone in London's downtown. This pilot project expanded to become one of Canada's largest free outdoor Wi-Fi hot spots. Investment in equipment and installation for LAWN was provided by Downtown London and the City of London, with ongoing operation costs funded by Downtown London. As of June 2019, the LAWN was discontinued. However, free public Wi-Fi is still available in a number of locations in the downtown including Covent Garden Market, London Public Library (Central Branch), City Hall, and a number of businesses.

York/Wellington Civic Space

In 2019, a new civic space was constructed at the north east corner of York Street & Wellington Street. It was funded with AMO Main Street Revitalization Funds and had a construction value of \$291,000.

Core Sewer Separation Program

This 10-year program was started in 2018 to improve water quality of the Thames River and reduce flows to the Greenway sewer treatment plant by gradually replacing combined sewers with separated sewers. Where possible, replacement of underground utilities such as London Hydro and communications companies, and above-ground work like new sidewalks, streetlights, and overall streetscaping will also be installed. In 2018, York Street from the Thames River to Talbot Street was completed. In 2019, Talbot Street to Clarence Street (including Talbot Street between King Street and the train tracks/York Street) and York Street between Talbot Street and Clarence Street was completed.



Photo: City of London

Cycle Track

In 2019, London installed its first cycle track with transit islands on King Street, from Ridout to Colborne. This temporary cycle track project was in response to the need for a safe and comfortable route to travel across downtown, particularly during upcoming right-of-way construction.

York Street Gateway

This project was inspired by Transformational Project #9 in Our Move Forward, to provide a city gateway project at the train station to welcome people to London. In 2019, unique lighting and paving was installed in front of the train station on York Street.



Photo: City of London

Employment & Business



Photo: Fanshawe College

Employment

One of the keys to a strong and resilient Downtown is to attract and retain people to work in the core, and encourage them to support local businesses, destinations, arts and culture. Employment can include full-time, part-time and seasonal employment in office, retail, industrial, institutional, cultural, and other types of businesses.

Downtown Labour Force

Recent data estimated that over 39,389 people are employed in Downtown within the Official Plan boundary – this is 19% of all people employed in the overall city. Of the 4,971 people who live in the downtown, 3,500 are employed (76%).

Downtown Businesses employing over 100 people

The London Economic Development Corporation (LEDC) categorizes large businesses as those which have 200+ employees. There were 15 large employers in Downtown in 2018 and 2019, including The City of London, TD Canada Trust, Canada Life, Libro Credit Union, London Public Library, Autodata Solutions, and IBM Canada. There were 13 businesses which employed between 100 and 200 people in Downtown London including Escalent, Intact Insurance, Century 21 First Media and Cineplex Digital Media.



Photo: City of London

19% of London's daytime workers work Downtown, amounting to over **39,000 people**.

Education Sector

The number of students and faculty continues to grow in the downtown with Fanshawe College, Western University Continuing Studies, and private colleges.

Fanshawe College – Downtown Campus

The second building of Fanshawe College's Downtown Campus was opened in 2018. The \$66 million project transformed London's 19th century Kingsmill's Department Store into a 10,600 square-metre building housing the School of Information Technology and the School of Tourism, Hospitality and Culinary Arts. In 2018 and 2019, Fanshawe College's Downtown Campus ran 8 programs in the School for Digital & Performing Arts, 18 in the School for Hospitality, Tourism & Culinary Arts, and 16 in the School of Information Technology. These encompass diploma, certificate, and apprenticeship programs. In 2018, The Chef's Table teaching restaurant opened; it is open to the public and takes advantage of being located on Dundas Place. In 2019, the Interactive Media Design Program won a national award for program excellence from Colleges & Institutes Canada. As of the end of 2019, the Fanshawe College Downtown Campus had 250 staff and faculty members, and over 3,300 students.

Fanshawe College's Downtown Campus has brought over **3,300** students and **250 staff/faculty** into the downtown.

Western Continuing Studies (WCS) – Citi Plaza

WCS has been located in Citi Plaza since 2001, with a floor space of 945 square metres. This educational facility includes four large classrooms, three seminar rooms, offices, and a reception area. There were 1,498 and 1,504 students in programs at the downtown campus in 2018 and 2019 respectively. WCS offers programs in professional development, post-degree diplomas and personal interest education. WCS is active in the downtown in corporate learning partnerships with several employers and organizations, including Canada Life, Autodata, and Pillar Nonprofit Network.

CityStudio London **NEW**

In 2018, a new model for innovation and education was established and launched in downtown London at Pillar Nonprofit Network – CityStudio London. London joins other cities across Canada and the world in adopting this model. CityStudio is an innovation hub where city staff, students, faculty and community work together on real-life challenges facing the City of London. CityStudio is a collaboration between the City of London, Brescia University College, Fanshawe College, Huron University Collage, King's University College, Western University, and Pillar Nonprofit Network.

All of the 21 CityStudio project classes were invited to have their in-class session at Innovation Works, and the 400+ student participants are also invited to co-work in the space. The 2019 Hubbub – the CityStudio showcase – was hosted at City Hall and over 200 people attended, including presidents of all post-secondary institutions.

Information Technology (IT) Sector

In addition to Education, the IT Sector continues to grow in the downtown. The downtown is home to five out of ten fastest-growing companies in the city, summarized below.

- Mobials Inc.: Develops, markets and sells software related to home and vehicle ownership. 1794% increase (2013-2019).
- tbk: Specializes in web design, branding, digital marketing and software solutions. 183% growth
- Digital Echidna: Provides Drupal web design and development. 183% growth
- HR Downloads: Provides online HR resources, including documentation and live support. 124% growth
- Info-Tech Research Group: Specializes in research and advice for IT clients. 100% growth

In 2018, Voices.com, the largest online marketplace for voice over and audio production services in the world, ranked on the list of 500 Canada's Fastest Growing Companies. This was due to a five-year revenue growth of 319%, making it the 5th consecutive year that it has been named to this list. It was also listed as one of Canada's Top Small & Medium Business Employers of 2019.

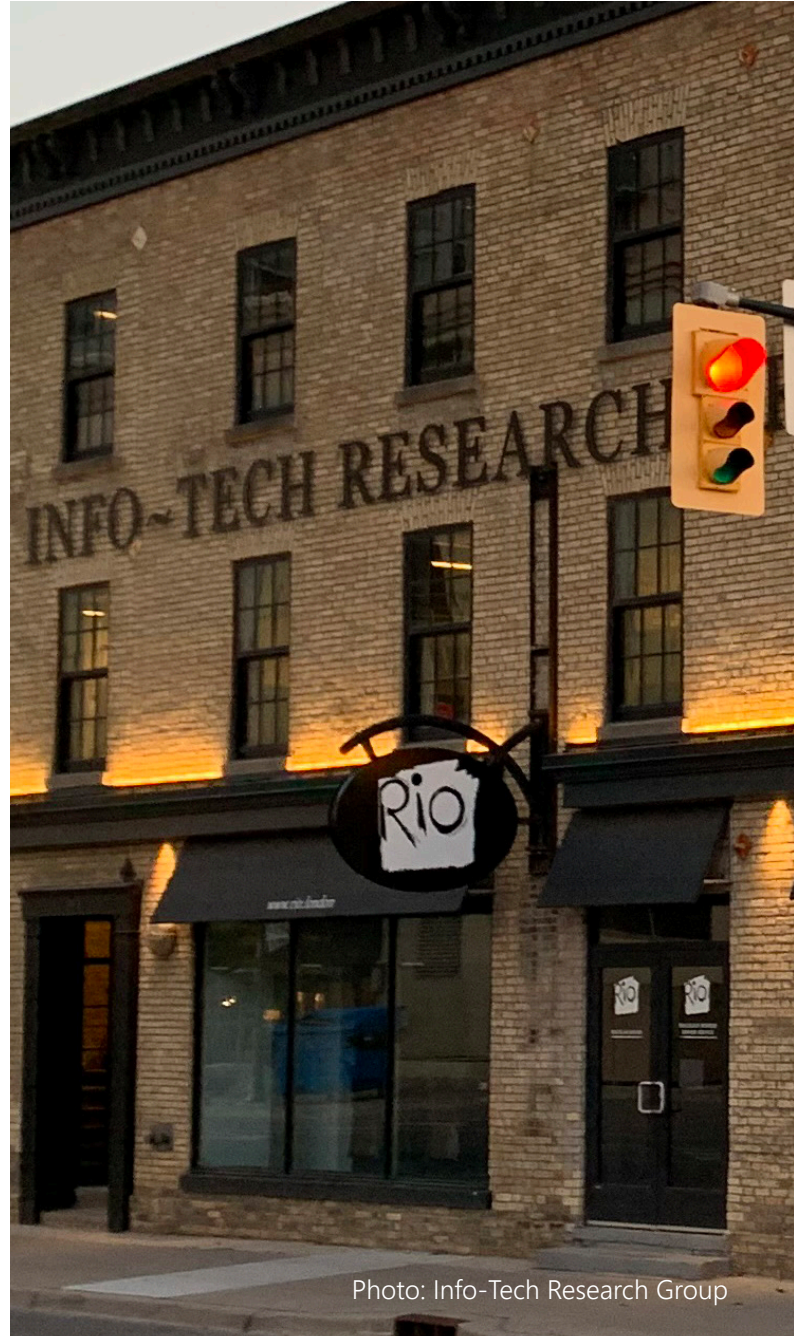


Photo: Info-Tech Research Group

5 out of 10 of London's
fastest-growing
businesses are **downtown.**

New & Expanded Downtown Offices

In April 2018, Big Blue Bubble, an established mobile gaming company, moved into a new studio in downtown London. The much larger new studio increases the company's production capacity. In January 2018, Info-Tech held an open house for its enlarged London office at 345 Ridout Street to show the public the results of the 18-month, \$17 million renovation that transformed an historic building into a state-of-the-art office space. The new office has been built to accommodate 140 staff, and includes 19 meeting rooms and staff amenities. Also, in January 2018, Docket Manager, a fast-growing digital company moved into the 5th floor at 195 Dufferin Avenue.

In spring 2019, London Free Press moved to 210 Dundas Street.

75% of the city's
total office space
is within **downtown.**



Photo: HRdownloads

Office Supply & Vacancy

Office Supply

By the fourth quarter in 2019, there was 418,308 square metres (4,502,629 square feet) of office supply, relatively unchanged since 2016 (Table 7 – Appendix C). In 2019, this represented almost 75% percent of the City office inventory, down slightly from 79% in 2016 and 80% in 2015. The graph below illustrates the total inventory of office space in the downtown, citywide office space vacancy, and percentage of office space in the downtown from 2002 to 2019.

Classification of Office Space

- Class A:** High-quality finishes, state-of-the-art systems, and excellent accessibility.
- Class B:** Average quality buildings with average rents. Building finishes are fair to good. Systems are adequate.
- Class C:** Buildings of below-average rents.

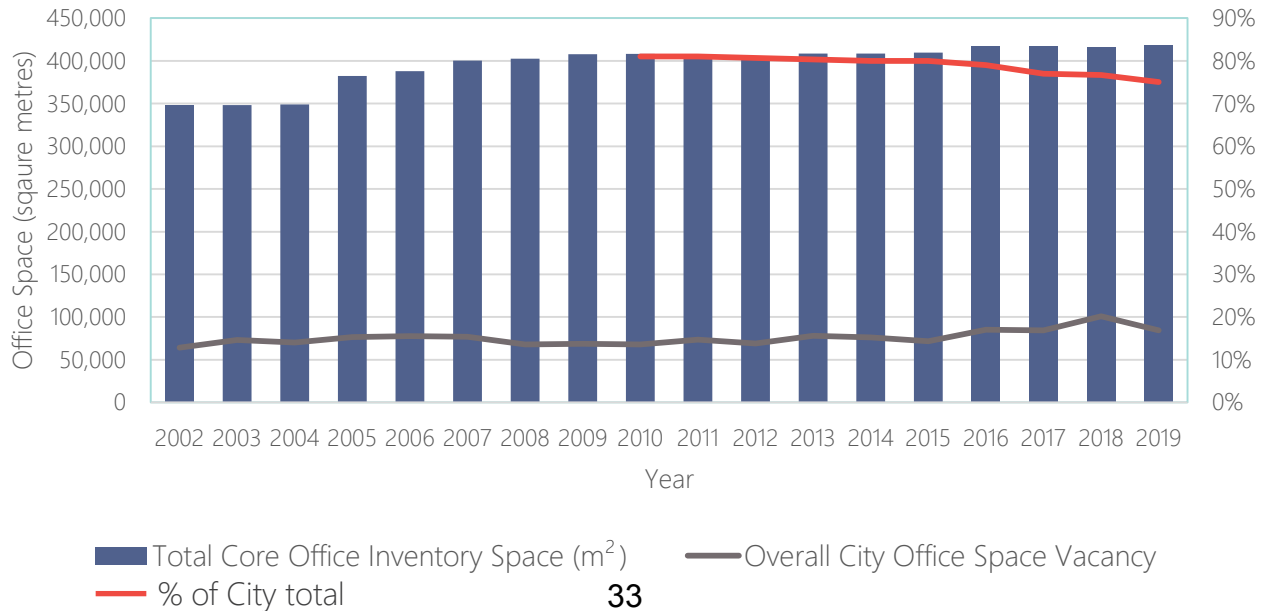
Office Vacancy

CBRE reported that by the fourth quarter in 2018, the London core vacancy rate was 21.3%; above average for the market’s five-year average of 16.4% and higher than what is considered to be a “healthy” rate of 5-8%.

Although there was no new supply of office space in 2018/2019, commercial construction value in 2018 and 2019 was \$19.8 million and \$18.7 million respectively, indicating that improvements are being made to existing space. This is reflected in the drop in vacancy rate of Class A Office Space from 2018 to 2019 (19.8% to 13.6%).

By the final quarter of 2019, the overall downtown office vacancy rate dropped slightly to 18.4% with more than 9,000 square feet of office space occupied in the fourth quarter, the first positive year-end total since 2015. This left only a few large blocks of available Class A office space in the downtown.

Downtown Office Space 2002-2019



Retail Supply & Vacancy

Canadian Retail Trends

The CBRE 2019 Retail Mid-Year Report states that fitness and food and beverage concepts are a draw for many centres. Consumers are also demanding unique offerings and experience-based concepts.

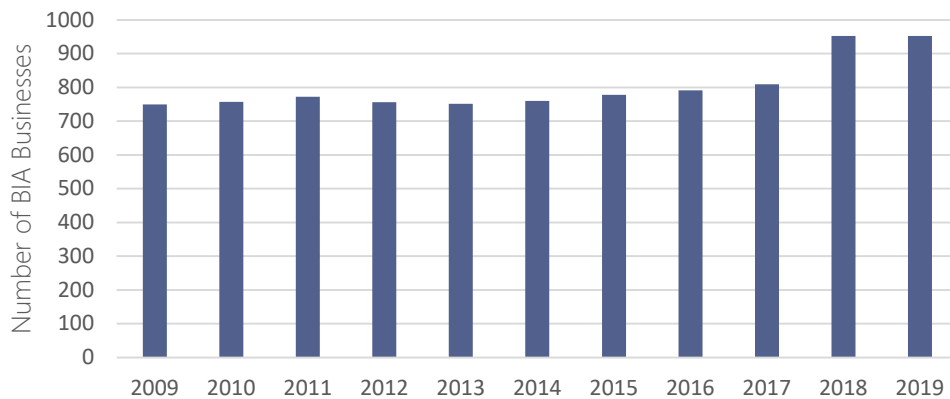
In terms of retail construction activity, mixed-use projects continue to be the dominant form. In urban locations, non-traditional retail offerings such as co-working operators are starting to be anchors for developments. They boost daytime foot traffic and contribute to the diversity of clientele.

Business Openings & Closings in Downtown London

Business openings and closings fluctuate over time, and are tracked by the Downtown Business Improvement Area (BIA) – Downtown London. They estimate that there are 952 businesses in the BIA and 401 of these are storefront businesses. A total of 21 new businesses opened in 2018 and 2019 within the Downtown BIA boundary, which includes Richmond Row. A total of 12 business closed during the same period. Over these two years, Downtown London estimates that there was a net increase of 9 businesses.

Some of the high-profile tenants that left downtown in 2018 and 2019 include Royal Bank, McDonald's, and Rexall Pharmacy.

Downtown BIA Businesses: Total Businesses
2009 - 2019



*Frequency and methods of data collection change over time.

In 2018 and 2019, there was a net increase of **9 new businesses** in the Downtown.

Downtown London Business Improvement Area (BIA)

The Downtown London BIA is actively involved in Business Retention & Expansion (BR&E) and business attraction initiatives. The BIA's activities supports their members, the success of Downtown businesses, and the health and vibrancy of the downtown. Some of the initiatives completed in 2018 and 2019 include:

- hosting Downtown London Small Business Summit;
- sponsoring members to attend the Ivey Executive Education Program, Understanding Your Consumers (2018 – 4 members; 2019 – 5 members);
- increasing digital presence of businesses through Digital Main Street Program which provided \$2,500 grants and Digital Service Squad services;
- organizing “Cash Mobs” to attract customers into specific businesses to win Downtown Dollars;
- providing funding through financial incentive programs to support businesses in improving their buildings (details are summarized in the Investment section of this report);
- developing plans and materials to attract new businesses to the downtown;
- working with local realtors to match tenants with landlords; success stories include Happiness, DugOut Vintage, and Grace (restaurant);
- providing spring and winter plantings throughout the downtown;
- safety initiatives (e.g. crime cards to help businesses determine who to call for services, worked with City on Core Area Informed Response Programs);
- SuperGuides Program (put promotions outreach team on the streets for activation and member engagement);
- events & campaigns (Downtown Dollars, Holiday Detour, London Arts Live, Free Comic Book Day, #GetDTL campaign, Richmond Row Holiday Market); and,
- collaborating with the City to establish the Dundas Place Manager role.



Photo: Downtown London

People & Housing



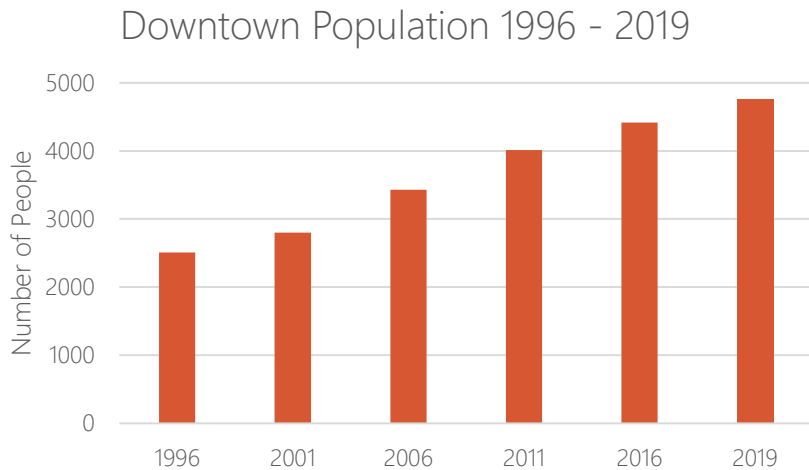
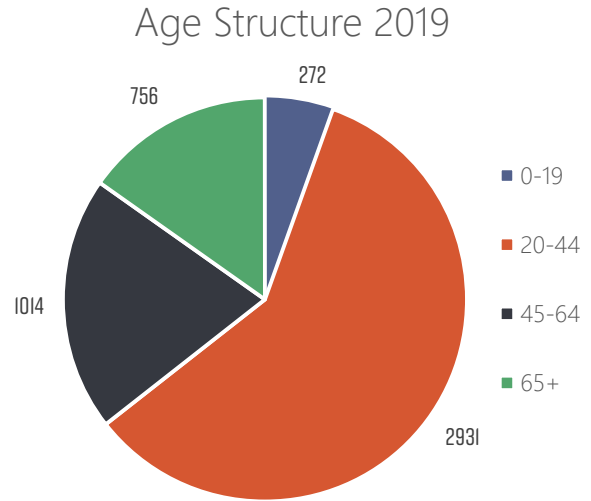
Photo: City of London

Population

The population in the downtown was approximately 4,761 in 2019, a slight increase from the figure in the 2017 State of the Downtown Report. The age structure of the downtown population is illustrated by the figure to the right, which shows that most downtown residents are in the 20-44 age bracket. The median age of downtown residents is 36 years of age, slightly higher than reported in 2017.

Of the 3,264 downtown households, 59% are 1-person households and 35% are 2-person households.

The chart below illustrates the change in population in the downtown between 1996 and 2019.



Downtown's population has increased **89%** since 1996.

Housing

There are over 3,260 downtown dwelling units, most of which are high-rise apartments (70.6%). Low-rise apartments (5 floors or less) are the next dominant form of housing at 26.5%. The majority of these units are rented (76%). Development of apartment buildings from 1998 to 2019 is summarized in the graph on page 27.

Affordable Housing

The London Plan envisions the Downtown as “an exceptional neighbourhood unto itself with housing, services and amenities targeted to a wide spectrum of lifestyles [and incomes] including seniors and young adults”.

In 2019, the Housing Development Corporation, London (HDC) released their Strategic Plan for enabling the development of sustainable and affordable housing which targets low- to moderate-income residents. At that time, the need for new affordable rental housing units across the city was estimated at 3,000. Between 2006 and 2019, there were fifty-six (56) affordable housing projects in the City of London, resulting in 1,516 new affordable units.

There are over **3,260 dwelling units** in the downtown. Over **76%** of dwellings in the downtown are rented.



Photo: City of London

The 2016 Census data shows a total of 1,000 low income residents in the downtown; 22.7 % of the area's total population. Between 2006 and 2019, there were ten (10) affordable housing projects in the downtown, adding 232 units of affordable housing with a combined project value of just over \$57.7 million (Appendix C, Table 9).

In 2018 and 2019, affordable housing development in London's downtown include the following three projects, totaling 134 new affordable housing units. These projects have been approved and are in various stages of construction.

- Woodfield Gate at 356 Dundas Street has 66 one-bedroom affordable apartments; 56 are directly supported by Indwell Community Homes and 10 are dedicated to the Canadian Mental Health Association.
- The former Honest Lawyer restaurant, 225-230 Dundas Street, will consist of 33 one-bedroom affordable units. The main floor will be commercial space - these spaces are not yet occupied.
- The Youth Opportunities Unlimited (YOU) "Joan's Place" at 329-331 Richmond Street will include the YOU head office, a wellness hub and support services offered to youth. It will focus on housing dedicated to youth consisting of a mix of one and two-bedroom affordable and market units for a total of 35 units, 13 of which will be accessible units.

Since 2006, there have been an additional nine (9) affordable housing developments very close to the downtown, resulting in 235 affordable housing units.

Affordable Housing Developments in the Downtown 2006 to 2019

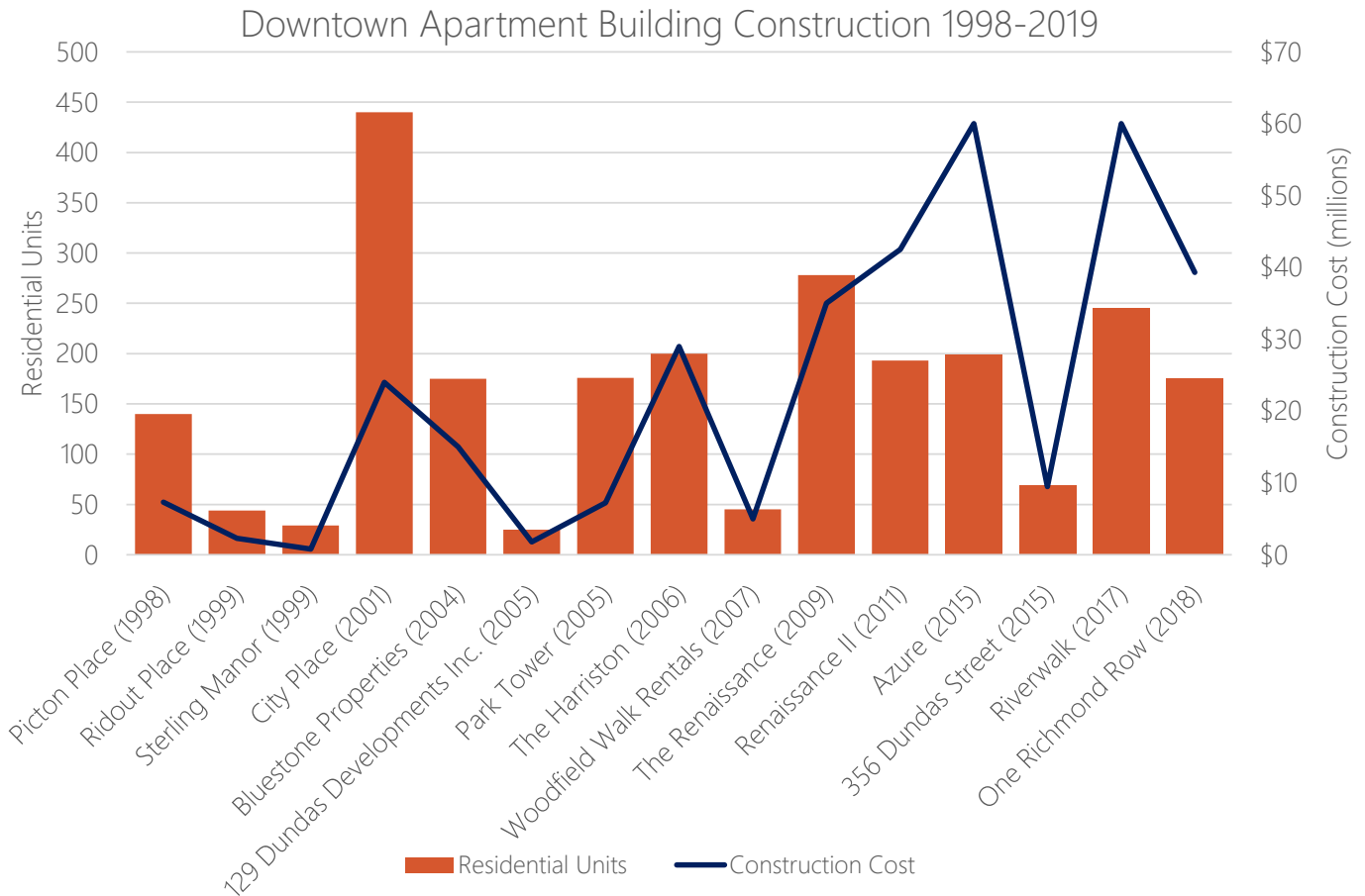
Address	Date	Units
129 Dundas Street	2006	25
211 Dundas Street	2007	6
332 Richmond Street	2007	28
225 Dundas Street	2009	5
343 Richmond Street	2012	16
392 Richmond Street	2013	7
189 Dundas Street	2015	11
226-230 Dundas Street	2018	33
356 Dundas Street	2018	66
329-331 Richmond Street	2019	35
Total		232

In 2018 & 2019, **134 new affordable housing units** were approved for construction, accounting for **more than half** of all new affordable housing units in the downtown over the past 14 years.

Demand for downtown housing is high, with only a **1.8% vacancy rate** - the lowest in **2 decades**.

Rental Market

The Canada Mortgage and Housing Corporation (CMHC) reported that the combination of strong population growth and strong real estate market combined to push London's 2019 vacancy for multi-family units (apartments and townhouses) to its lowest level in nearly two decades at 1.8%. This has led to an increase in rent prices; in 2019, the average monthly rent for a two-bedroom unit was \$1,107, a 4.9% increase over 2018. For new units entering the market, the average rent is higher at \$1,213.



Arts & Culture



Photo: Ryan Bolton

Destinations

Budweiser Gardens

Budweiser Gardens opened in 2002 as a public/private partnership. It has a seating capacity of 9,090 for hockey and ice events, and over 10,000 for concerts, family shows and other events. The venue is home to the London Knights of the Ontario Hockey League and the London Lightning of the National Basketball League of Canada. The venue has had an annual attendance of 450-750,000 since it opened.

The 2019 JUNO Awards was the largest individual event in 2018 and 2019. Ticket sales for Budweiser Gardens were 98th worldwide and 7th in Canada (Pollstar Magazine). Budweiser Gardens ranked 3rd in the 2019 Canadian Top Stops Report (VenuesNow) and was awarded Best Teamwork in a Major Arena at the 2019 Canadian Music Week Live Industry Awards.

2018: **122** events, over
490,000 attendees

2019: **146** events, over
619,000 attendees



Photo: Bill Woodcock



Photo: London Public Library

Central Library and Wolf Performance Hall

The Central Library is a key destination, providing programs, meeting space, events, public space, and other amenities.

In 2018, The Labs (media lab, creativity lab, recording studio) and the Memory Lab opened to the public. These innovative public spaces provide access to 3D printers, electronics/robotics, professional sewing machines and computers loaded with specialized software like GarageBand and Adobe Creative Suite. The spaces were funded by charitable donations from Canada Life, Bronnenco Construction LTD, BMO and the

Ivey Family. To help preserve London heritage, the Marshall Tea Façade was installed in 2018 beside the entrance to the Ivey Family London Room. Music Mondays was launched in the Rotary Reading Garden in 2019 in partnership with organizations including the London Music Office, CBC London, and Dundas Place, featuring free performances by local musicians.

The Wolf Performance Hall is a fully accessible 369-seat concert hall, theatre, and meeting facility in the Central Library. In 2018 and 2019, attendance was 45,985 and 44,361 respectively.

Library & Wolf Hall Visitors -
2018: **694,612** visitors
2019: **717,690** visitors

Covent Garden Market

The Covent Garden Market is another key destination, providing indoor and outdoor local food, events, entertainment and public space.

In both 2018 and 2019, the market hosted a number of cultural festivals in Market Square which attracted between 1500-2500 people per event per day. The market also hosted a wide variety of community events including the Make-A-Wish Foundation, CIBC Run for the Cure, YMCA Sweat for Strong Kids, and a Children's JUNO event. The market remains a key destination for people who live and work downtown, and for visitors to the city.

2018: **1.4 million** visitors
2019: **1.42 million** visitors



Photo: Rachael H (Instagram: @helmrach)



Photo: Life of Leisure Media

Dundas Place

Completed in 2019, Dundas Place is the first Transformational Project in “Our Move Forward, London’s Downtown Plan”. Dundas Place is now a pedestrian-friendly space for people to gather for festivals, events, and community activations.

Over 2018 and 2019, the Dundas Place Manager built relationships and worked with various community groups from across the city.

In March 2019, the JUNO Awards, the largest cultural event in Canada, was the first event held in Dundas Place drawing over 5,000 attendees during the week-long festivities. This was followed in June by the transformation of Dundas Place into Jurassic Park to showcase the NBA finals. The Canada Day London event drew an estimated 50,000 people for 11 hours of programming including 10 main acts, over 100 entertainers, and 34 vendors. There were also a number of other activations in Dundas Place in 2018 and 2019, many in partnership with key downtown stakeholders including Budweiser Gardens, Fanshawe College, and Downtown London.

Dundas Place was completed in 2019. It is the **Number 1 Transformational Project** in “Our Move Forward, London’s Downtown Plan”

Museum London

Museum London is a non-profit charitable organization and home to over 45,000 regional historical artifacts and an art collection of over 5,000 regional and Canadian works. In 2018, Museum London completed its \$3.2 million Centre at the Forks campaign and opened the renovation overlooking the Forks of the Thames River. The Centre at the Forks has become a space that engages Londoners and visitors through delivering innovative programming. The community has held a wide variety of events and programs in the Centre which has allowed Museum London to expand and enhance its programming.

In 2019, Museum London hosted an unprecedented amount of Indigenous programming in partnership with Indigenous Legacies Project Coordinator, Summer Bressette. The series was designed to connect people to Indigenous people, activate the Kent Monkman

exhibition, and welcome Anishinaabe, Oneida, and Lenape community members. Also, in 2019, Canada Life (formerly London Life) sponsored the Making Art Creating Community Program marking the 17th year of this program.

2018: 82, 707 visitors

2019: 88, 281 visitors

London Music Hall

For over 10 years, the London Music Hall Entertainment Complex has provided London with entertainment through unique spaces and event experiences. It holds a wide variety of events throughout the year and is a premier venue for many bands touring Southern Ontario. The London Music Hall has four different event spaces; Rum Runners with a capacity of 350; London Music Hall with a capacity of 1704; The Ballroom with a capacity of 125; and, The Rosewood with a capacity of 100.



Photo: Scott Web Photography



Photo: RBC Place

RBC Place London (formerly London Convention Centre)

In 2018, RBC Place London held 301 events which led to an economic impact of \$21.3 million in direct spending. Over 12,135 hotel room nights and 126,995 delegate days were generated as a result. In January 2018, RBC Place was selected as the host venue for a special Federal Cabinet meeting, a first for London. In June 2018, Downtown London and RBC Place London partnered to create Masterpiece London. This two-day event featured artists from several Canadian cities who created unique graffiti murals under the Skyway Bridge on King Street.

In 2019, RBC Place London held 323 events which led to an economic impact of \$18.4 million in direct spending. Over 10,531 hotel room nights and 107,120 delegate days were generated as a result. In March 2019, RBC Place hosted the JUNOs gala dinner and awards for over 1,300 guests including humanitarian award winner David Foster and many Canadian music icons. In the summer of 2019, RBC Place London teamed up with London Arts Council and London Music Office to present Thursday Tune-Ups, a lunch hour music series. It featured musical and visual artists from the local community, and members of the London Food Truck Association. Also in 2019, RBC Place London invested \$3 million into the facility with a new roof and upgraded second floor.

2018: **301** events, 126,995 delegate days.
Resulted in **\$21.3 million** direct spending

2019: **323** events, 107,120 delegate days.
Resulted in **\$18.4 million** direct spending

Centennial Hall

In 2018, 79,682 people attended 131 events, which increased to 82,495 people attending 133 events in 2019. Renovation scheduled for the upper lobby of Centennial Hall was delayed.

The Grand Theatre

The Grand Theatre is a not-for-profit regional theatre with two stages: the Spriet Stage with 839 seats, and the McManus Stage with 144 seats. The Theatre employed 323 people during this timeframe including permanent, full-time seasonal, and part-time staff and artists.

2018/2019 season: 241 performances, 104,156 attendees

Eldon House

Eldon House - London's oldest continued residence and the largest existing exhibit of a Victorian era time capsule - is on the edge of downtown at 481 Ridout Street. Key initiatives are focused on education, conservation and community outreach.

Eldon House conducts a variety of events and activities each year including Behind the Ropes Tours, Victorian Christmas, and, the Annual Summer Tea. Other events include themed tours, fundraiser parties, ghost tours, and children's events. Eldon House partners with a variety of organizations with the City being the biggest partner and contributor.

In 2019, over 12,000 people from over 40 countries visited Eldon House.



Photo: The Grand Theatre

Festivals, Events & Programs

The number of festivals, events, live music, and programming hosted in the downtown continues to increase, and attract people to the downtown. Many of these are a result of collaboration and partnerships between key downtown stakeholders and committed volunteers. Festivals and events hosted in downtown London in 2018 and 2019 included:

- 2018 Country Music Association of Ontario Awards
- 2019 Canadian JUNO Awards (feature on page 38)
- Block Party
- Canada Day
- Downtown Candy Crawl
- Dundas Arts Festival
- Forest City Film Fest
- Forest City London Music Week
- Grickle Grass
- Holiday Detour
- Home County Music & Art Festival (over 50,000 attendees)
- Jurassic Park (feature on page 40)
- Latin American Festival
- London Arts Live (LAL)
- London Comicon
- Masterpiece London
- Fiesta London
- Multicultural Festival
- Movie Night
- Musical Mondays
- New Year's Eve in the Park
- Pride London Festival
- Record Store Day
- Ribfest
- Richmond Row Holiday Market
- Rock the Park
- SunFest (over 215,000 attendees)
- Surprise Music Lunches
- Thursday Tune-Ups
- Wordsfest

Established festivals like the Home County Music & Art Festival and SunFest drew over 50,000 and 215,000 attendees respectively and produced \$5.4 million of economic activity in 2019. The 2019 JUNOs were held largely Downtown, resulting in \$12.5 million of economic impact. In total, 2018 and 2019, over 5.5 million people attended events, festivals, and performances downtown.

In 2018 and 2019, over
5.5 million people
attended events, festivals, and
performances downtown.

JUNO Awards

In March 2019, Downtown London welcomed Canada's largest cultural celebration, the JUNO Awards. JUNO Week attracted 37,000 attendees and had a \$12.5+ million economic impact. Downtown took centre stage as 4+ million people tuned into the JUNO Awards broadcast held at Budweiser Gardens. During the JUNOs, more than 100 artists performed across 17 London venues, and 309 participating artists visited London. The 2019 JUNOS produced 3.6 billion media impressions.



Photo: JUNOS

JUNO Week attracted
37,000 attendees and had
a **\$12.5 million** economic
impact.



Photo: City of London

London Arts Live

Initiated in 2017, London Arts Live is a London Arts Council program that provides unique opportunities for people to engage with live performances and experiences in parks, sidewalks, bike paths, storefronts, public plazas, and even back alleys. In 2019, London Arts Live used 22 downtown venues and employed over 80 artists. London Arts Live encourages people to visit the downtown and helps to develop positive and memorable relationships with the area. The program culturally enriches community spaces and generates economic and promotional benefits for both the artists and the venues.

Culture City Youth

Culture City Youth is a London Arts Council education program that places classes of students across London with an emphasis on sites in the downtown. In 2018 and 2019, 1,200 students received 48 weeks of education through the Culture City Youth program. Students work with professional artists, city and community leaders and social innovators to explore the meaning of culture through visual and performing arts, how culture shapes identity, and the responsibilities of cultural citizenship.

In 2019, **London Arts Live** used **22 downtown venues** and employed over **80 artists**.

In 2018 and 2019, **1,200 students** received **48 weeks of education** through the **Culture City Youth** program.

Jurassic Park

In June 2019, Dundas Place was transformed into Jurassic Park to provide free viewings of the NBA finals with the Toronto Raptors. Pre-game entertainment kicked off the six viewing events and food trucks were on-site. The events also supported a local cause by asking fans attending the viewings to bring non-perishable food items in support of the London Care Curb Hunger Food Drive. Each viewing brought approximately 5,000 people to the Downtown.



Public Art

City of London Public Art and Monuments Program

Opportunities for public art have been created for over a decade through a partnership between the City of London's Culture Office and London Arts Council. The goals of the program are to bolster civic pride, create arts employment, and attract tourism and investment.

Masterpiece London

Masterpiece London In June 2018, Downtown London and RBC Place London partnered to create Masterpiece London. This two-day event featured artists from several Canadian cities to create graffiti murals under the Skyway Bridge on King Street, shown in the image below.

Traffic Box Signal Wrap Public Art

Selected traffic signal boxes at intersections within the downtown area have been wrapped with a vinyl print copy of artworks by local professional artists, bringing colour and local art to the downtown. From 2018 to 2019, 8 traffic signal boxes in the downtown area were selected and wrapped in original artwork printed on vinyl (Central & Talbot, Central & Wellington, Dundas & Waterloo, York & Ridout, Dufferin & Wellington, Central & Wellington, Central & Talbot, York & Talbot).

Storm Water Catch Basin Public Art

This project uses public art to educate Londoners about the need for environmental stewardship and responsibility. Three local professional artists created artworks around storm water catch basins in the downtown area – specifically at the Forks of the Thames splash pad. The message is simple: "What goes down the drain, ends up in our river".

Conservation Activity

In 2019, conservation activity occurred for five outdoor sculptures in Downtown London:

- The Kiwanis Bandshell Memorial Sculpture;
- The Art Wall, also known as Communicate;
- The Red Oak;
- Royal Artillery Boer War Memorial; and,
- Release.



Mobility & Connections



Photo: Nicole Osborne

Active Transportation

Walking

Walk Score measures the overall walkability of an area, and scores are based on proximity to amenities. Walk Score also measures pedestrian friendliness of an area by analyzing population density and road metrics like road length and intersection density. Using the Walk Score measure, downtown London scores 93 which is described as a Walker's Paradise. The city's average Walk Score is 49 (Car-Dependent). The 241.7 meters of pathways and 21.5 kilometers of sidewalks in the downtown, relatively short blocks, and compact nature of downtown are some of the reasons for the high downtown Walk Score. For downtown residents, walking is the most dominant method of travel at 36.5%. The table below summarizes and provides a brief description for each Walk Score Category.

Walk Score Categories

Walk Score	Description
90-100	Walker's Paradise <i>Daily errands do not require a car</i>
70-89	Very Walkable <i>Most errands can be accomplished on foot</i>
50-69	Somewhat Walkable <i>Some errands can be accomplished on foot</i>
25-49	Car-Dependent <i>Most errands require a car</i>
0-24	(Very) Car-Dependent <i>Almost all errands require a car</i>

Pedestrian Movements

In 2019, pedestrian counts were taken during afternoon peak hours at two intersections - Clarence & King and Wellington & King. The table below summarizes the pedestrian count information for these two intersections in 2017 and 2019. There was a slight increase in pedestrian traffic at the Wellington & King intersection and a slight decrease at the Clarence & King intersection. The variations in data from year-to-year can be explained by downtown construction projects which result in detours and therefore, variations in where people are able to walk downtown.

Intersection	Movements	
	2017	2019
Clarence & King	820	757
Wellington & King	690	853

853 people walked through the **Wellington & King intersection** during peak afternoon hours.

Cycling

In 2016, Council approved the London ON Bikes Cycling Master Plan. The Plan identifies a variety of cycling initiatives including new infrastructure, polices and supportive programs. Cycling highlights from 2018 and 2019 include:

- There are now 525 short- and long-term bicycle parking spaces on public property downtown; an increase of 5% from 2017.
- In the winter of 2018, the City piloted plowing the Central Library bike parking corral. It has since been removed from Dundas Place and will be relocated elsewhere downtown.
- In 2018, London's fourth bike fix-it station was installed outside City Hall.
- In the summers of 2018 and 2019, the City worked with Home County festival organizers and the London Bicycle Café to provide bike racks for their valet bike parking.
- In 2019, London installed its first cycle track with transit islands, on King Street from Ridout to Colborne. It is a temporary project to create a safe east-west connection during extensive downtown construction.



Photo: City of London

There are **525 bicycle parking** spaces downtown.

Public Transit

London Transit Commission (LTC)

There are 35 active LTC stops within the downtown. The table below summarizes the boardings (people getting on the bus) and alightings (people getting off the bus) at LTC stops in the downtown and the percentage of these boardings and alightings for the entire city.

In 2019, London Transit had 11,875 daily weekday boardings originating from 35 active transit stops within the downtown. This represents 14% of the overall boardings in the city. One reason for the increases seen in 2019 could be the major route restructuring, resulting in a greater number of buses and therefore more passengers being routed into the core.

Year	Boardings		Alightings		% of overall Boardings & Alightings
	Weekday	Weekend	Weekday	Weekend	
2018	9,200		8,675	3,500	13%
2019	11,875	5,400	11,750	5,450	14%

Bus Rapid Transit

The Rapid Transit Environmental Assessment was approved by Council on July 25, 2017. A downtown multi-modal transportation hub is a key component of the proposed network and funding has been secured from senior levels of government. The City is moving forward with three components of the rapid transit plan: the Downtown Loop, East London Link and Wellington Gateway. Each project will ease congestion, improve safety and efficiency, and address aging sewers and underground infrastructure.

The Downtown Loop will frame Dundas Place, running buses along Queens Avenue, King Street, Ridout Street, and Wellington Street. It is scheduled for phased construction from 2021 to 2023. The Downtown Loop will feature transit-only lanes in addition to regular vehicle traffic lanes, improving the efficiency of travel through the downtown. Five rapid transit stops will be added (King & Wellington, King & Talbot, Queens & Clarence, Queens & Talbot). The project also includes road reconstruction, tree planting, boulevard enhancements, new street lights, traffic signal upgrades, and repair and replacement of aging watermain and storm and sanitary sewers.

In 2019, London Transit had **11,875 daily weekday boardings** originating from **35 active transit stops** within the downtown. This represents **14%** of the overall.

Inter-City Transportation

Inter-Community Bus Transit Service

In December 2019, it was announced that a new, fully accessible bus transit service connecting southwestern communities will launch three routes in April 2020. The London route will have multiple daily trips connecting the city to Sarnia, StrathroyCardoc, Mount Brydges, and Komoka. This will enable people to get to and from London in a convenient and affordable manner, open new employment opportunities, and support local tourism. The London company, Voyago, will be the transit operator. The program is funded by the Government of Ontario through the Ontario Community Transportation Grant Program.

Due to declining ridership, Greyhound made significant changes to routes in northern Ontario but continued to operate in Southern Ontario, and the Toronto-London-Windsor-Detroit route remained unchanged. Passenger information for 2018 and 2019 was not available.

VIA Rail

Downtown is home to the London VIA Rail station, which is a major hub for passengers in Southwestern Ontario. In 2018, VIA Rail celebrated its 40th anniversary. The Toronto-London-Sarnia-Windsor VIA Rail Corridor saw 1,081,867 passengers in 2018 and 1,100,210 passengers in 2019.

High Speed Rail

The Toronto-Windsor corridor is home to more than 7 million people and accounts for 3.4 million jobs and over 50% of Ontario's GDP. High Speed Rail would create opportunities for regional development, shape transportation planning in cities and towns throughout the corridor, and improve interconnectivity and mobility options across Southwestern Ontario. In 2019, the Provincial government paused all capital funding for a proposed high-speed rail corridor from Toronto to Windsor.



Photo: City of London

Auto

Auto Traffic Volumes

Based on growth factors, the estimated total daily traffic volumes into the downtown are: 52,000 vehicles from the north, 43,000 vehicles from the east, 54,000 vehicles from the south, and 42,000 vehicles from the west.

Car Sharing

The Downtown has three car sharing programs available:

- Communauto (formerly Community CarShare) with five locations in the city, three of which are in the downtown.
- Regional Rideshare, a free service that matches potential carpoolers.
- ZipCar with two locations in the city.

Parking

The Downtown Parking Strategy was approved by Council in December 2017. As part of the Strategy, a comprehensive inventory of existing downtown parking spaces was undertaken. In summary, there is a total of 15,436 parking spaces in the downtown and 9,897 of these spaces (64%) are available for public parking. The City owns and/or controls a total of 3,241 parking spaces in six surface parking lots, three parking garages and on-street parking in the downtown area. Approximately 17% of the parking supply within the study area is controlled by the City directly or through its corporate entities including the London Covent Garden Market Corporation and RBC Place London.

In 2018 and 2019, following recommendations from the Downtown Parking Strategy, Staff investigated the feasibility of developing a 300-space parking garage in the downtown.

The City has 146 commercial boulevard parking agreements in place of which 28 agreements are located in the downtown core area. The City charges an annual rental fee for the use of the boulevard at a rate of \$4.80 per square foot of land area in the downtown core. This resulted in a revenue of \$126,486.81 in 2019.

There are **15,436 parking spaces** in the downtown, including 9,867 available to the general public.

Policies & Initiatives



Photo: City of London

Municipal Policies & Initiatives

The following section summarizes municipal initiatives that were started and/or completed in 2018 and 2019 to support the downtown.

Core Area Steering Committee

This Committee first met in January 2017 and includes members at the Senior Leadership Team (SLT) level. The purpose of the Committee is to discuss and provide direction for core area projects across Service Areas of the Corporation. A Core Area Coordinating Team was also established through CASC to implement and operationalize the direction of the CASC. Items reviewed during 2018 and 2019 included:

- Dundas Place (hiring of the Dundas Place Manager, location and construction of the Dundas Place field house, operating the space);
- 2019 JUNO Awards coordination;
- creation of a public space on the northeast corner of Wellington Street and York Street;
- Core Area Action Plan and its implementation;
- initial organization of the Coordinated Informed Response;
- Downtown small scale projects 2019; and,
- Market Lane retrofit.

Coordinated Informed Response

This initiative brings together representatives from the London Police Service, London Cares, and numerous City Services to develop and implement a compassionate response to mental health, addiction, and homelessness in a coordinated fashion.

In 2018, several service areas within the City of London and partner organizations launched a 16-week pilot program to gather information and understand needs. Based on the pilot program, the Coordinated Informed Response was extended to be permanent and city-wide. The estimated cost for 2019 activities is \$1.25 million for nine months beginning April 1, 2019.

Core Area Action Plan

In November 2019, Council received the Core Area Action Plan which outlined 69 actions to address four interconnected areas of need:

1. People struggling with homelessness and health issues need help;
2. People need to feel safe and secure;
3. Businesses need an environment that allows them to be successful; and,
4. The core area needs to attract more people.

A number of activities were completed and/or initiated in 2019, outlined in the Core Area Action Plan – 2020 Progress Update report. Key initiatives include:

- Housing Stability Week;
- doubling foot patrol October 20 – December 1, 2019;
- deploying the Police Command Vehicle in strategic locations 49 times;
- establishing the Downtown Façade Up-Lighting Grant Program;
- Council approval of the Housing Stability Plan in December 2019; and,
- City Studio projects in the fall of 2019 for core-specific issues ranging from surveys on social housing, facade condition assessments, retrofitting buildings on Richmond Row and public safety on streets and parks.

Core Area Construction Program

Initiated in 2018, this initiative brings staff from communications and different divisions of engineering and environmental services together. This group focuses on construction projects in the core area, resulting in greater coordination.

The Core Area Construction Program is ongoing, and focused on Dundas Place, improvements to cycling, Rapid Transit implementation, and the Sewer Separation Program.

Communications

The **Community at its Core** brand and campaign for construction on Dundas Place was created in 2018. The campaign included a construction tool kit for businesses, a new Dundas Place website and blog, biweekly construction update emails to businesses, pop-up activations and community-building activities in partnership with the Downtown London BIA, and business engagement events and meetings. The campaign continued in 2019 for Phase 2 of Dundas Place construction, and is now being used to promote activation and place-making.

The **Connecting Our Future** brand for construction communication was established in 2018 for core area construction projects. The campaign included: construction tool kit for businesses, updated London.ca pages, bi-weekly construction update emails to businesses around the Downtown Sewer Separation Project, radio and advertising campaign in partnership with the Downtown London BIA, events to celebrate grand openings (e.g. King Street Bike Lane grand opening, last brick placed on Dundas Place event, and grand opening of Blackfriars Bridge). The Connecting Our Future brand will be used in 2020.

Music, Entertainment and Culture District Study/Music on Patios By-law Amendment

The goal of this project is to create a more vibrant, active Downtown with a focus on music and culture to help retain a younger population and increase tourism and economic development. The Implementation Plan was developed in 2018 and is ongoing. Progress made to date includes:

- Zoning By-law Amendments to remove regulations prohibiting amplified music, dancing and other forms of entertainment on outdoor patios;
- Amendments to the Sound By-law to address locations and times for sound limits for community events and outdoor patios;
- Outdoor Patio Information Sessions to inform Downtown and Old East Village business owners about the opportunity, process and requirements for these permits;
- Updating the Special Events and Procedures Manual;
- Enhancing programming with a focus on local talent;
- Testing sound mitigation techniques during the 2018 summer festival season;
- Active Programming and Local Talent:
- Increase collaboration amongst downtown stakeholders to leverage investments to promote activity within the downtown;
- Production of a Live Music Venue 101 Guide and a Good Neighbour Guide for owners of bars, restaurants and entertainment venues; and,
- Work to address traffic congestion that results from a large number of patrons leaving events and destinations.

Victoria Park Secondary Plan

Victoria Park is centrally located in the City of London, adjacent to the downtown. The park is an important feature and central gathering place for events and celebrations of city-wide significance. Victoria Park also provides open space for active and passive recreation. Potential development and inquires regarding development on lands surrounding Victoria Park has warranted the creation of a comprehensive vision and strategy for future growth. The purpose of the Victoria Park Secondary Plan is to establish a policy framework to guide the future of the lands surrounding Victoria Park.

The Secondary Plan will specifically consider how future development and redevelopment will relate to existing buildings, adjacent neighbourhoods, the downtown, and Victoria Park.



Photo: City of London

Appendices

Appendix A: Background

Downtowns: The heart and economic engine of a city

The importance of a city's downtown is being increasingly recognized on international and national levels.

There are six main reasons for continuing to support and invest in the downtowns of our, summarized below:

1. Downtowns are leading economic drivers for cities.

Although downtowns are usually small in area compared to the city, they are typically the locations of the most employment opportunities (and diverse employment opportunities), head offices, concentration of office space, and contribute a greater percentage of tax revenue per area than other parts of a city.

2. Downtowns are inclusive.

Downtowns are usually where you see the most diversity, inclusivity and open mindedness in places. Downtowns are concentrations of civic and institutional buildings, and provide accessible public space, transportation, opportunities, and services for everyone.

3. Downtowns are vibrant.

The concentration of both public and private destinations, activities and spaces are a draw for people who live, work, and visit a city. Downtowns are cultural and entertainment hubs, and supporting this aspect of downtown has both economic and cultural benefits.

4. Downtowns have cultural significance.

Downtowns represent the essence of a city, and are still the first place we take visitors – they are areas that distinguish a city from somewhere else. They are a visual representation of the health and well-being of a community, and a reflection of local culture. Most built heritage and public space in a city is often downtown, creating a unique sense of place and vibrant public realm, both of which attract people and investment.

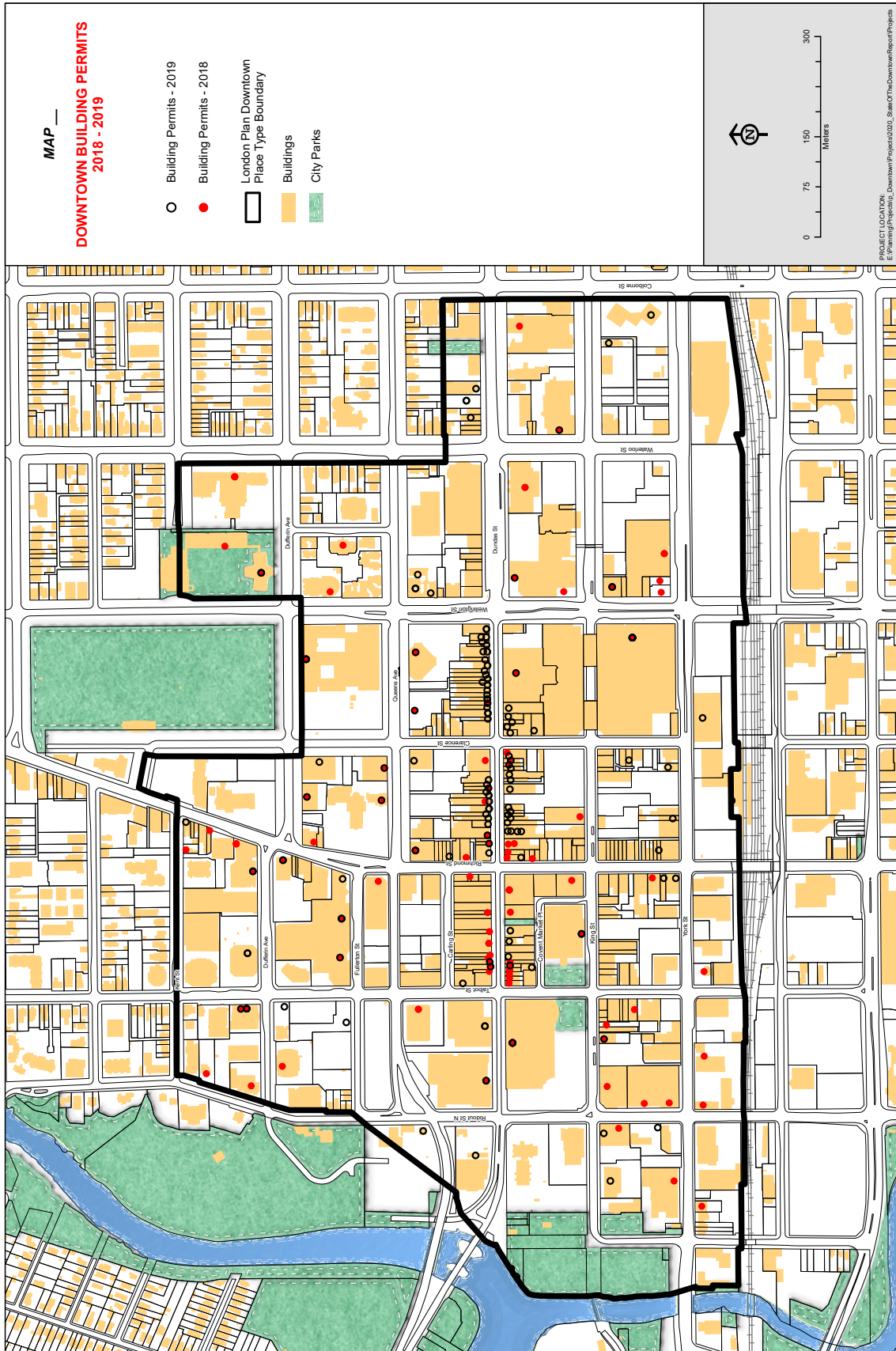
5. Downtowns can be models of sustainability and resiliency.

Downtowns are compact, interconnected, dense, diverse, and predominantly mixed use in form. They are surrounded by established neighbourhoods, connected to transportation hubs and tend to provide infrastructure prioritizing pedestrians and cyclists. As they are already serviced by infrastructure and have received investment over the past decades, they are economically and geographically efficient places for growth and redevelopment. They can be models for sustainable development and innovation, providing opportunities to (re)use existing infrastructure and buildings.

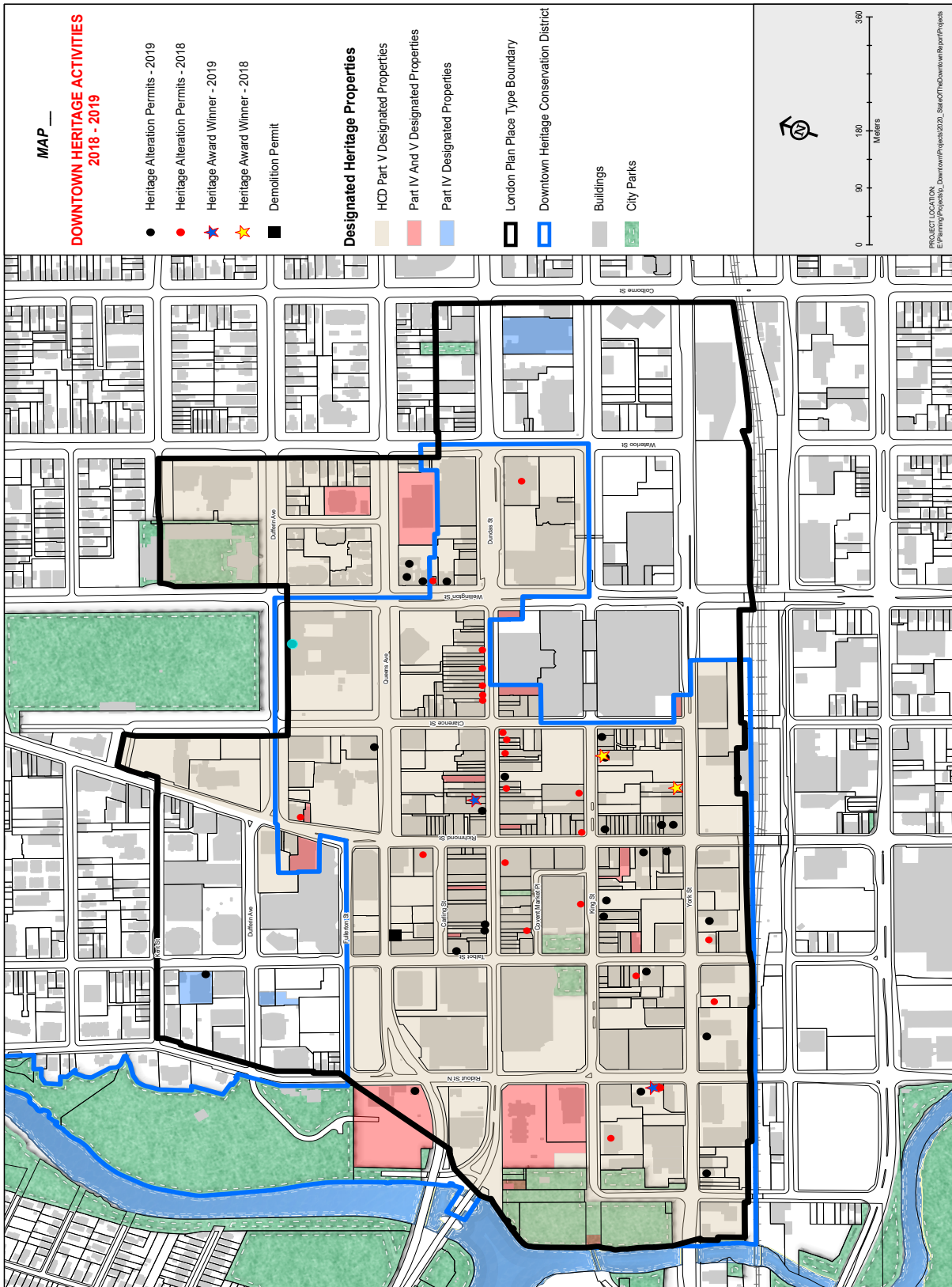
6. Downtowns are unique, complex, interconnected systems in which many people, businesses, and organizations play key roles in its growth and change over time. Supporting a healthy and vibrant downtown is a long-term and ongoing process, requiring unique approaches, continued commitment, partnerships, resources, innovation and passion.

Appendix B: 2018/2019 Maps

Map 1: Downtown Building Permits 2018-2019



Map 2: Downtown Heritage Activities 2018-2019



Appendix C: Historical Data

**Table 1 - Downtown Taxes as a Proportion of City Taxes
1998-2019**

YEAR	Downtown Assessment (in millions)	Downtown Total Taxes ¹ (in millions)	City Assessment (in millions)	Total City Taxes ² (in millions)	Downtown Taxes as a % of City Taxes
1998 ³	835.4	17.4	17,323	258.2	6.75%
1999	830.4	17.6	17,474	259.7	6.76%
2000	831.9	17.6	17,741	263.6	6.69%
2001	781.5	19.6	18,115	275.6	7.13%
2002	799.4	19.0	18,496	293.4	6.48%
2003	824.9	18.8	19,569	307.8	6.09%
2004	886.1	19.7	21,575	337.3	5.83%
2005	883.4	20.3	22,035	366.4	5.55%
2006	976.6	20.0	25,436	384.8	5.21%
2007	1,090.8	22.1	25,942	402.8	5.49%
2008	1,108.8	22.8	26,456	420.5	5.43%
2009	1,149.4	23.1	28,302	441.2	5.23%
2010	1,205.0	23.6	29,945	456.4	5.17%
2011	1,382.8	25.2	31,826	462.7	5.45%
2012	1,409.1	24.9	33,538	467.4	5.32%
2013	1,482.9	25.7	34,853	479.6	5.36%
2014	1,529.4	26.7	36,292	498.7	5.35%
2015	1,645.3	28.2	37,796	517.2	5.45%
2016	1,702.9	29.2	39,288	536.4	5.44%
2017	1,747.7	30.2	40,965	556.9	5.42%
2018	1,811.5	31.1	42,768	579.5	5.38%
2019	1,956.8	33.3	44,852	606.5	5.49%

¹ Within the previous BIA Boundaries and includes general and transit taxes up to the end of 2014. Since 2015 the BIA Boundary has expanded to include a larger area. For 2016 and 2017 the figures include residential properties.

² Excludes education but includes general and transit taxes.

Source: Taxation and Revenue Division, City of London

Table 2- Downtown Building Permits & Construction Value 2014 - 2019

YEAR	Residential		Commercial		Institutional		Industrial		Total Yearly # Permits	Total Yearly Construction Value
	Residential Construction Value	% Total Annual Construction Value	Commercial Construction Value	% Total Annual Construction Value	Institutional Construction Value	% Total Annual Construction Value	Industrial Construction Value	% Total Annual Construction Value		
2014	\$800,000	10.0%	\$7,129,160	89.2%	\$62,300	0.8%	\$0	0.0%	91	\$7,991,460
2015	\$169,548	0.9%	\$18,677,170	98.9%	\$31,000	0.2%	\$0	0.0%	93	\$18,877,718
2016	\$60,124,428	47.1%	\$16,970,250	13.3%	\$50,350,000	39.4%	\$300,000	0.2%	86	\$127,744,678
2017	\$13,439,900	31.8%	\$27,959,110	66.2%	\$725,300	1.7%	\$140,400	0.3%	120	\$42,264,710
2018	\$99,478,700	80.5%	\$19,892,400	16.1%	\$4,270,200	3.5%	\$0	0.0%	112	\$123,641,300
2019	\$489,000	2.5%	\$18,715,300	96.6%	\$161,500	0.8%	\$0	0.0%	140	\$19,365,800
TOTALS:	\$174,501,576		\$109,343,390		\$55,600,300		\$440,400		642	\$339,885,666

Source: City Planning, City of London

**Table 3 - Downtown Residential Apartment Buildings
Constructed 1998-2019**

YEAR	Address	Name	Developer	Units	Construction Cost
1998	22 Picton Street	Picton Place	Tricar	140	\$7,300,000
1999	536 Ridout Street	Ridout Place	Drewlo	44	\$2,291,000
1999	330 Clarence Street	Sterling Manor	Spriet	29	\$800,000
2001	310-320 Dundas Street	City Place	Drewlo	440	\$23,992,000
2004	520 Talbot Street	Bluestone Properties	Bluestone/Old Oak	175	\$15,000,000
2005	129 Dundas Street	129 Dundas Developments Inc.	Stuart McCulloch	25	\$1,800,000
2005	186 King Street	Park Tower	Premier Alliance	176	\$7,213,813
2006	500 Ridout Street	The Harriston	Auburn	200	\$29,000,000
2009	71 King Street	The Renaissance	Tricar	278	\$35,000,000
2007	435 Colborne Street	Woodfield Walk Rentals	Prespa Sales	45	\$5,000,000
2011	70 York Street	Renaissance II	Tricar	193	\$42,500,000
2015	505 Talbot Street	Azure	Tricar	199	\$60,000,000
2015	356 Dundas Street	Woodfield Gate	Yoshi Levie	69	\$9,500,000
2017	32-40 York Street	Riverwalk	Tricar	245	\$60,000,000
2018	515 Richmond Street	One Richmond Row	Old Oak Properties	175	\$39,299,400
			TOTALS:	2433	\$338,696,213

Source: City Planning, City of London

Table 4 - Downtown Incentive Programs Activity 2000-2019

YEAR	Upgrade to Building Code (1999) ¹		Forgivable Upgrade to Building Code ² (2008)		Façade Improvement (1986)		Forgivable Façade Improvement ² (2008)		Awning, Lighting and Signage Grant ² (2008)		Non-Street Façade Improvement Loan ² (2008)	
	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$
2000	0				4	\$51,305						
2001	7	\$276,929			4	\$72,940						
2002	3	\$91,470			1	\$7,440						
2003	3	\$108,990			5	\$62,269						
2004	2	\$90,439			1	\$25,000						
2005	6	\$117,874			0							
2006	2	\$53,671			2	\$23,743						
2007	6	\$123,343			1	\$7,103						
2008	6	\$210,000	0		4	\$85,567	0		0		0	
2009	1	\$50,000	3	\$79,877	1	\$19,422	0		1	\$2,750	0	
2010	4	\$126,025	7	\$245,248	3	\$94,567	5	\$126,596	7	\$18,341	3	\$58,127
2011	3	\$150,000	3	\$148,779	2	\$45,659	1	\$25,000	1	\$3,000	0	
2012	0		5	\$123,121	1	\$14,530	2	\$30,339	1	\$3,000	0	
2013	1	\$43,223	6	\$215,296	0		2	\$33,164	2	\$4,404	0	
2014	1	\$49,324	5	\$216,096	0		6	\$98,873	3	\$8,783	1	\$25,000
2015	0		8	\$327,101	2	\$50,000	2	\$27,800	0		0	
2016	0		2	\$100,000	0		2	\$50,000	N/A	N/A	1	\$25,000
2017	5	\$90,741	0		1	\$977	0		N/A	N/A	0	
2018	5	\$203,349	3	\$400,394	7	\$87,717	1	\$50,000				
2019	0	\$0	6	\$448,697	0	\$0	1	\$50,000				
TOTALS	55	\$1,785,378	48	\$2,304,609	39	\$648,239	22	\$491,772	15	\$40,278	5	\$108,127

¹ Indicates year the program was initiated.

² Although the programs ended in 2014 applications that had already been previously submitted were processed so numbers may appear in columns in years the programs were no longer offered.

Program Descriptions

Upgrade to Building Code Loan -An interest-free loan for eligible interior building upgrades.

Façade Improvement Loan -An interest-free loan for eligible exterior building improvements.

Source: Incentive Program Coordinator, City Planning, City of London

Table 5 - Downtown Rehabilitation and Redevelopment Grant Program 2000-2019

YEAR	# of New Applications	# of Grants	\$ Value of Grants
2000	2	2	\$15,192
2001	2	3	\$43,024
2002	5	8	\$266,311
2003	2	8	\$264,655
2004	0	7	\$227,199
2005	1	8	\$228,494
2006	0	8	\$192,228
2007	2	9	\$465,628
2008	2	11	\$822,008
2009	1	11	\$738,988
2010	0	11	\$620,742
2011	0	10	\$496,203
2012	1	8	\$1,060,030
2013	4	11	\$746,576
2014	1	12	\$720,979
2015	2	13	\$580,611
2016	1	14	\$349,954
2017	1	14	\$470,737
2018	9	10	\$193,823
2019	7	11	\$173,748
TOTALS:	43	189	\$8,677,130

Program Description - An annual grant to defer tax increases resulting from a rehabilitation and/or redevelopment project.

Source: City Planning, City of London

Table 6 - Heritage Activity in the Downtown 2016-2019

YEAR	Heritage Alteration Permits		Ontario Heritage Act Designations		Demolitions	
	#	Notable Examples	#	Address	#	Address
2019	27	131 King Street, 195 Dundas Street, 255 Dufferin Street	0		1	123 Queens Avenue
2018	27	240 Richmond Street, 349 Ridout Street, 333 Richmond Street	0		0	
2017	27	Info Tech, Century Theatre	1	93-95 Dufferin Avenue	2	345-351 Ridout Street North, 3640 York Street
2016	11	Harris Park Pavillion, Museum London, London Music Hall, 4 Covent Market Place	1	King Street Bridge	3	175-181 King Street, 183 King Street, 479-469 Talbot Street

Source: City Planning, City of London

Table 7 - London Core¹ Office Vacancy Rates 1993-2019

YEAR	Total Core Office Inventory Space (m ²)	% of City Total	Core Q4 Rate ³	Core Class A (Q4) ²	Core Class B (Q4) ²	Core Class C (Q4) ²	Overall City Office Space Vacancy	Notes
1993			25.0%				23.8%	One London Place & Dufferin Corporate Centre (1991).
1994			19.6%				19.7%	
1995			19.4%				20.0%	
1996			21.1%				20.1%	
1997			19.2%				18.8%	
1998			14.5%				13.9%	Millennium Plan adopted by Council
1999			10.2%				10.1%	
2000			11.4%				11.1%	
2001			15.7%				14.7%	
2002	348,311		14.5%	9.5%	20.5%	10.9%	12.8%	
2003	348,311		16.6%	11.9%	20.9%	21.3%	14.6%	
2004	349,078		16.1%	14.8%	16.9%	18.2%	14.0%	
2005	382,285		16.6%	13.2%	17.9%	33.5%	15.3%	
2006	387,887		17.3%	15.1%	17.2%	30.8%	15.5%	Bell Canada left
2007	400,342		16.4%	12.5%	18.3%	25.0%	15.4%	
2008	402,697		14.8%	13.8%	14.0%	26.0%	13.6%	
2009	407,713		15.1%	10.6%	16.5%	27.8%	13.7%	
2010	408,204	81%	14.9%	10.9%	17.4%	19.0%	13.6%	
2011	407,303	81%	15.4%	9.4%	20.7%	13.1%	14.7%	431 Richmond Street built
2012	405,132		14.3%	9.5%	17.5%	18.1%	13.8%	
2013	408,626		16.4%	8.7%	21.7%	21.8%	15.6%	
2014	408,626	80%	16.1%	8.1%	21.5%	22.6%	15.2%	
2015	409,666	80%	15.7%	9.9%	18.0%	30.6%	14.3%	
2016	416,898	79%	19.2%	11.9%	20.0%	45.2%	17.0%	
2017	416,898	77%	19.5%	17.5%	16.7%	42.2%	16.9%	
2018	416,162	77%	21.3%	19.8%	17.5%	46.5%	20.2%	
2019	418,308	75%	18.4%	13.6%	16.3%	48.6%	16.9%	

¹ CBRE defines Downtown Core as bounded by Oxford Street, Adelaide Street, York Street and the Thames River.

² As defined by CBRE

³ The industry consider 5-8% a "healthy" vacancy rate.

Classification of Office Space:

Class A: High-quality finishes, state-of-the-art systems, and excellent accessibility.

Class B: Average quality buildings with average rents. Building finishes are fair to good, .systems adequate.

Class C: Buildings of below-average rents.

Source: CBRE (all the information is not available for all the years)

Table 8 - London Core¹ Retail Vacancy Rates

YEAR	Total Core Retail Space Q4 (m ²)	Core Year End (Q4) Rate	Overall City Rate (Year End/Q4)	Notes
1993		16.20%		
1994		12.00%	10.00%	
1995		15.20%		
1996		12.80%		
1997		9.60%		
1998		13.70%	6.00%	New Covent Garden Market opened, Millennium Plan adopted by Council
1999		16.30%		Eaton's closed
2000	209,143	11.20%	6.80%	The Bay closed
2001	209,143	12.20%	7.20%	Central Library opened
2002	213,035	12.30%	6.20%	John Labatt Centre opened
2003	215,583	14.80%	7.10%	
2004	216,270	18.50%	8.40%	
2005	212,102	14.40%	7.60%	
2006	214,309	14.50%	8.70%	
2007	211,533	12.20%	7.90%	
2008	206,220	4.30%	4.00%	
2009	206,313	6.00%	5.00%	Galleria becomes CitiPlaza
2010	206,406	8.20%	5.10%	
2011	209,946	8.10%	6.70%	
2012	208,301	8.90%	6.30%	
2013	210,317	8.60%	6.80%	
2014	229,705	6.70%	6.10%	
2015	231,837	7.90%	8.20%	
2016	233,234	7.20%	6.80%	
2017	238,846	7.00%	6.30%	
2018 ²				data not available
2019 ²				data not available

¹ CBRE defines the Downtown Core as bounded by Oxford Street, Adelaide Street, York Street, and the Thames River. Numbers Include all retail types (e.g. mall and non-mall).

² CBRE is no longer collecting retail data for Downtown London.

Sources:

CBRE (2000-2017) and CBRE Marketview Quarterly Reports.

City of London Commercial Planning Review, UrbanMetrics, June 2007

City of London Review of Commercial Supply and Demand, Malone Given Parsons, January 2005
Downtown London

City of London State of the Downtown Reports

Table 9 - Affordable Housing Developments in the London Downtown 2006-2019

YEAR	Address	Built Form	Total Project Cost	Total Units	Total Affordable Units	Total Market Units
2006	129 Dundas Street	Building Conversion	\$3,200,000	25	25	N/A
2007	211 Dundas Street	Building Conversion	\$411,050	6	6	N/A
2009	225 Dundas Street	Building Conversion	\$635,825	5	5	N/A
2011	332-338 Richmond Street	Building Conversion	\$8,003,721	28	28	N/A
2012	343 Richmond Street	Building Conversion	\$4,256,269	16	16	N/A
2012	189 Dundas Street	Building Conversion	\$2,710,982	11	11	N/A
2013	392 Richmond Street	Building Conversion	\$698,479	7	7	N/A
2018	226-230 Dundas Street	Building Conversion	\$5,169,480	33	33	N/A
2018	356 Dundas Street	Design / Build	\$12,723,187	66	66	N/A
2019	329-331 Richmond Street	Building Conversion	\$19,905,002	35	35	N/A
		TOTALS:	\$57,713,995	232	232	0

Total Project Cost – in millions (includes land costs, construction costs and soft costs (i.e. consulting fees, etc.)
 Source: City Planning, City of London

**Table 10 - John Labatt Centre/Budweiser Gardens
Impact on City**

YEAR	Number of Events	Attendance	Total City Proceeds
2002	Opened October 2002 ¹		
2003	85	458,860	\$75,446
2004	121	612,546	\$150,033
2005	139	772,294	\$151,099
2006	171	769,575	\$436,487
2007	151	704,445	\$446,261
2008	148	644,791	\$732,094
2009	129	574,531	\$432,554
2010	155	672,985	\$594,047
2011	135	604,857	\$513,330
2012	141	654,207	\$465,459
2013	147	675,631	\$577,347
2014	155	669,497	\$972,947
2015	124	669,499	\$572,695
2016	147	586,919	\$377,514
2017	134	587,020	\$386,912
2018	122	490,000	\$262,974
2019	146	619,000	\$339,008
TOTALS:	2350	10,766,657	\$7,486,207

¹There were some events later in 2002 but haven't been included.
Source: Committee Reports, 2009-2018, City of London

Table 11 - London Convention Centre Economic Impact

YEAR	Delegate Days	# Events	Economic Impact (\$ millions)
2006			\$15,000,000
2007			\$13,000,000
2008	134,810	407	\$19,600,000
2009	128,458	372	\$18,000,000
2010	117,362	385	\$16,400,000
2011	137,056	353	\$19,400,000
2012	128,744	343	\$18,600,000
2013	107,496	335	\$15,500,000
2014	118,493	336	\$17,500,000
2015	110,941	314	\$16,400,000
2016	117,361	274	\$17,700,000
2017	112,712	306	\$17,800,000
2018	126, 995	300	\$21,300,000
2019	107, 120	323	\$18,400,000
TOTALS:	1,213,433	4048	\$216,600,000

¹The London Convention Center Opened in 1993. Data Between 1993 and 2005 is not available.
Source: London Convention Centre Annual Reports

Bibliography

- Canada Mortgage & Housing Corporation (CMHC) Rental Market Report – London CMA (2019)
- Canadian Urban Institute, The Importance of Investing in Downtowns (2013)
- CBRE 2019 Canadian Retail Mid-Year Report (2020)
- CBRE Market View Quarterly Office Reports (2018, 2019)
- Census of Canada (2016)
- City of London Core Area Action Plan (2010)
- City of London Downtown Heritage Conservation District Plan (2012)
- City of London Downtown London Parking Strategy (2017)
- City of London Our Move Forward: London’s Downtown Plan (2015)
- City of London State of the Downtown Reports (2003, 2005, 2006, 2009, 2011, 2013, 2015, 2017)
- Downtown Master Plan Background Study
- Housing Development Corporation, London (HDC) Shareholders Reports (2018, 2019)
- Housing Development Corporation, London (HDC) Strategic Plan (2019)
- London Convention Centre 2018 Operational Results (2019)
- London Free Press articles (2018, 2019, 2020)
- London Public Library Annual Reports
- VIA Annual Reports (2018, 2019)

For more information, contact:

The City of London City Planning
Urban Regeneration Division
206 Dundas Street, London ON
(519) 661-4980

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 Developments Inc.
2700 Buroak Drive

Meeting on: January 18, 2021

Recommendation

That, on the recommendation of the Director, Development Services, based on the application by Foxhollow North Kent Developments Inc. relating to the property located at 2700 Buroak Drive, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 2, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Residential R6 (h-h-54-h-71-h-95-h-100-R6-5) Zone **TO** a Residential R6 (R6-5) Zone and **FROM** a Holding Residential R6/R7/R8 (h-h-54-h-71-h-95-h-100-R6-5/R7-H15-D75/R8-H15-D75) Zone **TO** a Residential R6/R7/R8 (R6-5/R7-H15-D75/R8-H15-D75) Zone to remove the "h, h-54, h-71, h-95 and h-100" holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the "h, h-54, h-74, h-95 and h-100" holding symbols from the subject site to permit the development of a 70 unit cluster townhouse development.

Rationale of Recommended Action

The conditions for removing the holding provisions have been satisfied, as the required by Zoning By-law Z.-1. Specifically, security has been submitted, and a development agreement has been signed.

The approved site plan and development agreement ensure the proposed development achieves street orientation and implements the urban design concepts established through the Official Plan and/or Zoning amendment review process. The applicant has also demonstrated that the required noise attenuation measures have been implemented and that there is adequate water service and appropriate access through a looped watermain. All issues have been resolved and the holding provisions are no longer required.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

The subject site was included as part of the Kent Subdivision which was originally accepted on November 17, 2004. After several modified versions of the plan, it was draft approved by the Approval Authority on October 14, 2009. The first and second phase of this subdivision have been registered as 33M-730 & 33M-750 while Phase 3A

was registered on June 2nd, 2020 as 33M-784 and Phase 3B on December 17, 2020 as 33M-793. The subject site, 2700 Buroak Drive, was created through Phase 2 of the subdivision as Block 122 of Plan 33M-750.

1.1 Property Description

The subject site is in the northwest quadrant of the City and is included in the Foxhollow Community Plan. The property is bounded by Sunningdale Road West to the north, Fair Oaks Blvd to the west and Buroak Drive to the south. The proposal consists of one medium density residential block within a plan of subdivision (Block 122, Plan 33M-750). The site has full access to municipal services and is located in an area which is planned for future growth.

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

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Multi-Family, High Density Residential
- Existing Zoning – Holding Residential R6 (h*h-54*h-71*h-95*h-100*R6-5) Zone **and** Holding Residential R6/R7/R8 (h*h-54*h-71*h-95*h-100*R6-5/R7*H15*D75/R8*H15*D75)

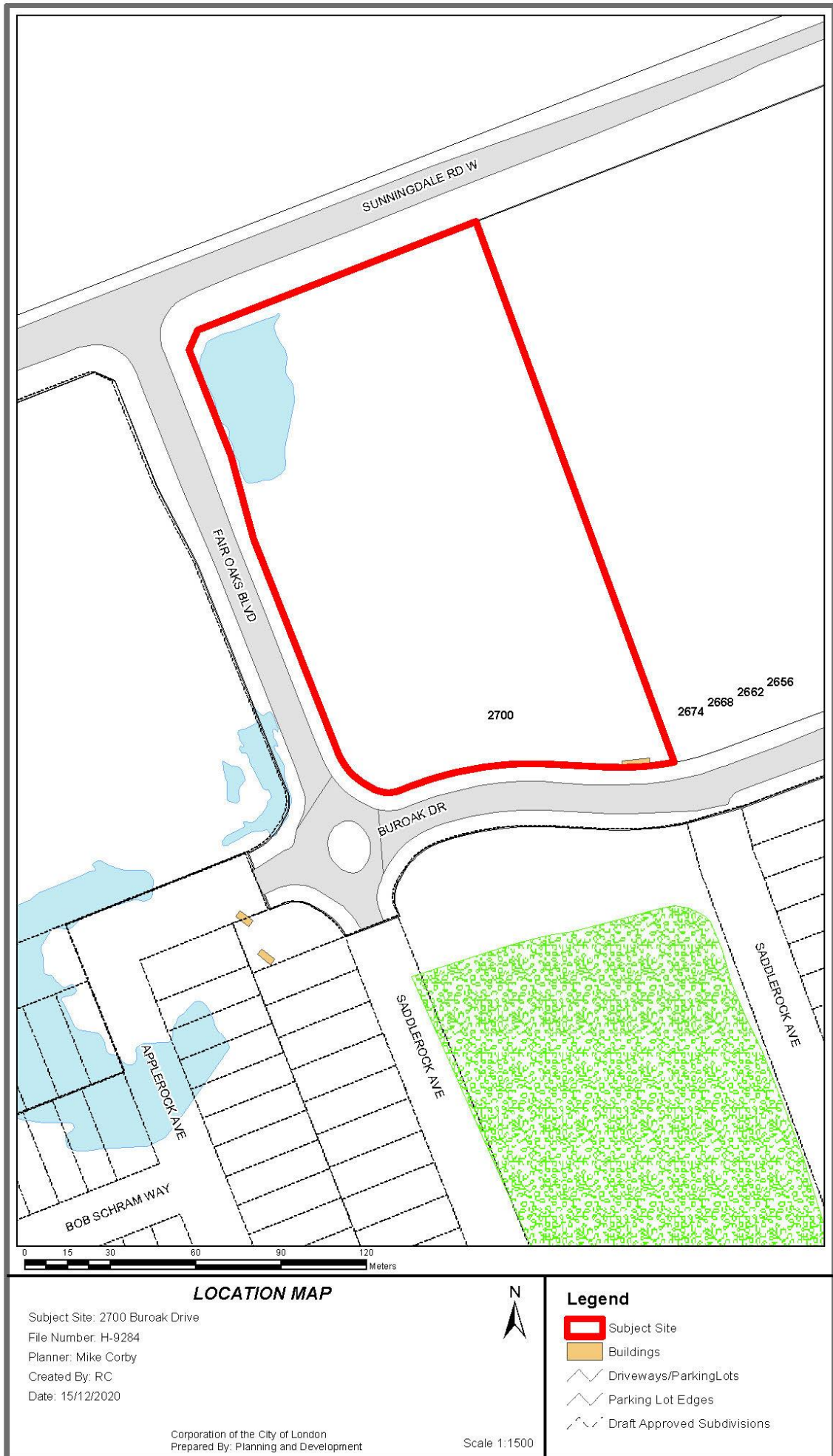
1.3 Site Characteristics

- Current Land Use – undeveloped
- Frontage – 104.9 metres
- Depth – irregular
- Area – 2.04 ha (5.05 acres)
- Shape – irregular

1.4 Surrounding Land Uses

- North – Agricultural
- East – Future Residential
- South – Future Open Space/Residential
- West – Future Residential

1.5 Location Map



2.0 Discussion and Considerations

The applicant is requesting the removal of the “h, h-54, h-71, h-95 and h-100” holding provisions from the Zone on the subject lands. The “h” holding provision requires that the securities be received, and a development agreement be executed by the owner. The h-54 ensures there are no land use conflicts between arterial roads and the proposed residential uses. The h-54 shall not be deleted until the owner agrees to implement all recommended noise attenuation measures, in the accepted noise assessment reports. The h-71 requires the Owner to prepare a building orientation plan which demonstrates how the front façade of the dwelling units can be oriented to all abutting streets (except where a noise barrier has been approved). The recommended building orientation will be incorporated into the approved site plan and executed development agreement prior to the removal of the “h-71” symbol. The h-95 ensures that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented. A development agreement will be entered into which incorporates these concepts and addresses identified Urban Design issues. The “h-100” requires adequate water service and appropriate access, a constructed looped watermain system and a second public access to the satisfaction of the City Engineer.

The requested amendment will facilitate the development of a 70 unit, cluster townhouse development. Private access will be provided off Buroak Drive with the proposed development registered as a phased condominium.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

Why is it Appropriate to remove this Holding Provision?

The “h” holding provision states:

“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.”

The Applicant has provided the necessary securities and has entered into a development agreement with the City. This satisfies the requirement for the removal of the “h” holding provision.

The “h-54” holding provision states:

“To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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.”

The approved site plan and associated development agreement implements the required noise attenuation measures identified in the noise assessment report.

The “h-71” holding provision states:

“To encourage street orientation development, the Owner shall prepare a building orientation plan which demonstrates how the front façade of the dwelling units can be oriented to all abutting streets (except where a noise barrier has been

approved), acceptable to the General Manager of Planning and Development. The recommended building orientation will be incorporated into the approved site plan and executed development agreement prior to the removal of the "h-71" symbol."

The approved site plan and associated development agreement achieves the desired street orientation.

The "h-95" holding provision states:

To ensure that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented, a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified Urban design issues.

Urban Design Staff have confirmed that urban design concepts established through the Official Plan and/or Zoning amendment review process have been implemented and a development agreement has been entered into which incorporates these concepts and addresses identified urban design issues.

The "h-100" holding provision states:

"To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol."

Permitted Interim Uses: A maximum of 80 residential units

Through the site plan approval process, Development Engineering staff confirmed that adequate water servicing can be provided to the subject site through a looped watermain system and that at least two public access points are available. The proposed developments do not exceed 80 residential units therefore the h-100 (for water servicing) can be removed specific to blocks 6.

This satisfies the requirement for the removal of the "h-100" holding provision.

Conclusion

The Applicant has provided the necessary securities and has entered into a development agreement with the City. The approved site plan and development agreement ensure the proposed development achieves street orientation and the urban design concepts established through the Official Plan and/or Zoning amendment review process. The applicant has also demonstrated that the required noise attenuation measures have been implemented and that there is adequate water service and appropriate access through a looped watermain. Therefore, the required conditions have been met to remove the “h, h-54, h-71, h-95 and h-100” holding provisions. The removal of the holding provisions is recommended to Council for approval.

Prepared by:

Mike Corby, MCIP RPP
Senior Planner, Development Services

Submitted by:

Paul Yeoman, RPP PLE
Director, Development Services

Recommended by:

George Kotsifas, P.ENG
Managing Director, Development and Compliance
Services and Chief Building Official

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Bruce Page, Manager, Development Planning
Mike Pease, Manager, Development Planning

\\FILE1\users-x\pdda\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2020\H-9281 - 3542 Emilyarr Lane
(MC)\PEC\DRAFT - 3542 Emilyarr Lane - H-9281 MC.docx

Appendix A

Bill No. (Number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 2700 Buroak Drive.

WHEREAS Foxhollow North Kent Developments Inc. has applied to remove the holding provisions from the zoning for the lands located at 2700 Buroak Drive, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provisions from the zoning of the said lands;

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 the lands located at 2700 Buroak Drive, as shown on the attached map, to remove the h, h-54, h-71, h-95 and h-100 holding provisions so that the zoning of the lands as a Residential R6 (R6-5) Zone and Residential R6/R7/R8 (R6-5/R7*H15*D75/R8*H15*D75) Zone come into effect.
2. This By-law shall come into force and effect on the date of passage.

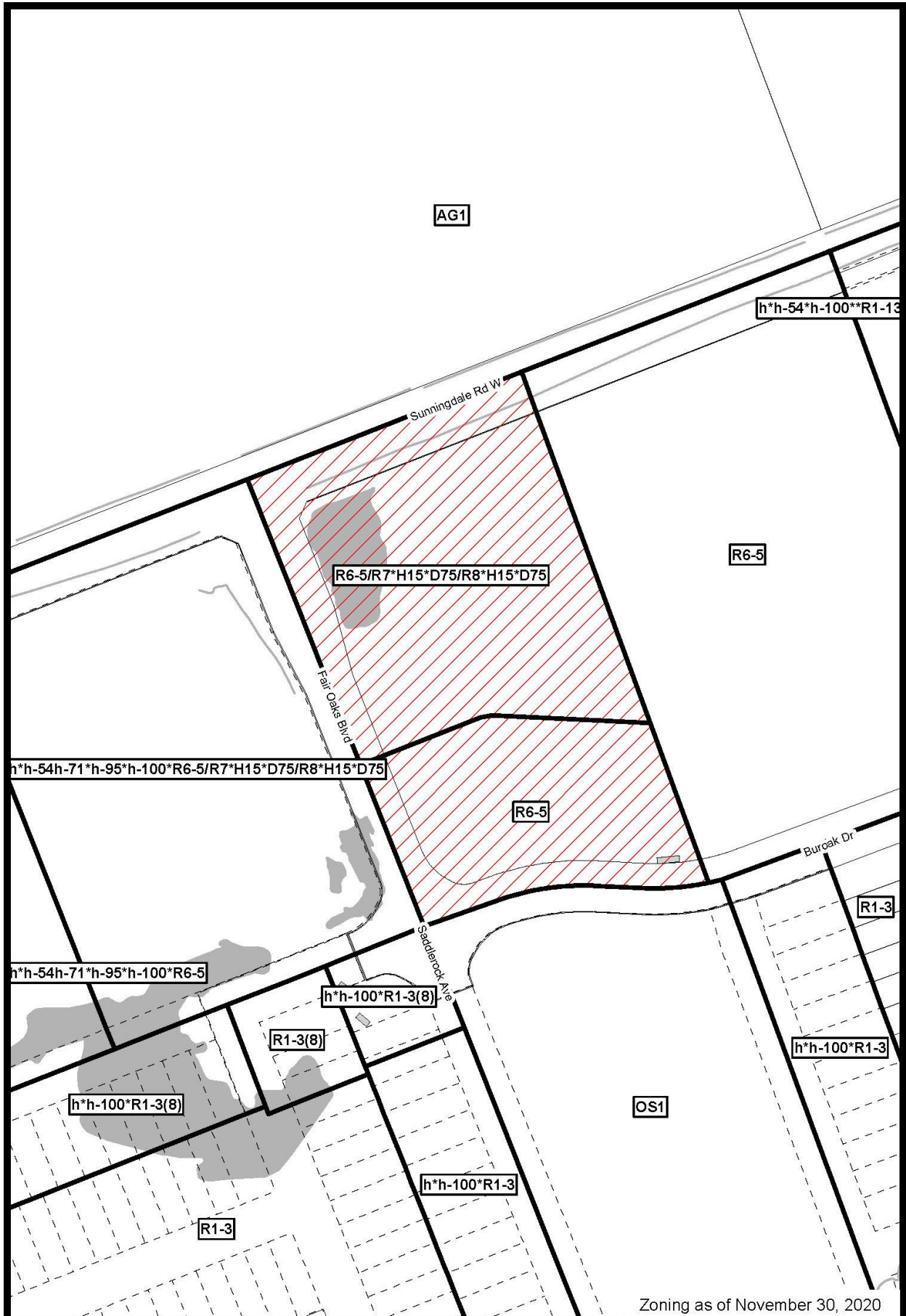
PASSED in Open Council on February 2, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 2, 2021
Second Reading – February 2, 2021
Third Reading – February 2, 2021

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



File Number: H-9284
Planner: MC
Date Prepared: 2020/12/15
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE



1:2,000

0 10 20 40 60 80
Meters



Appendix B – Public Engagement

Community Engagement

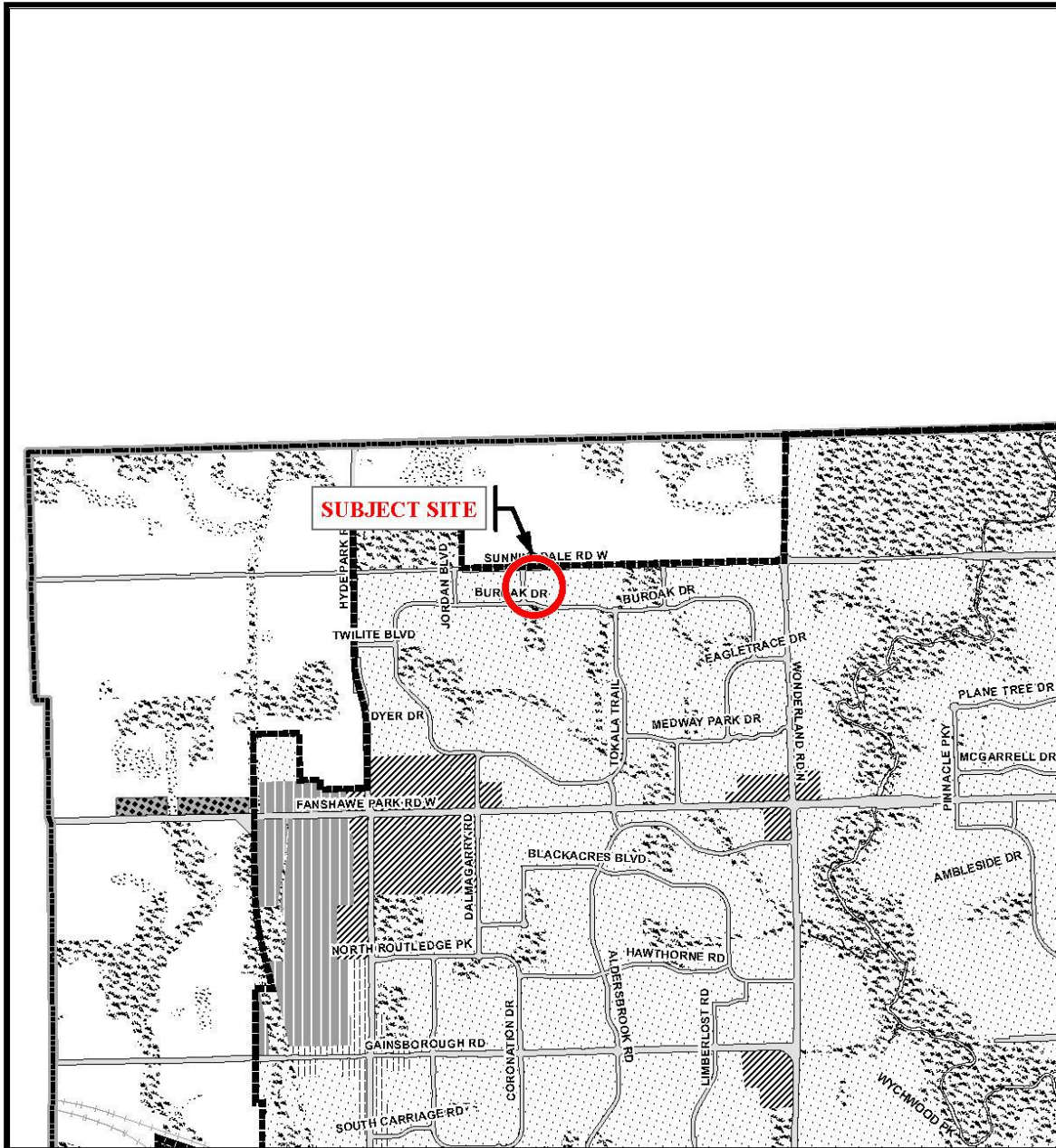
Public liaison: Notice of the application was published in the Londoner on December 10, 2020

0 replies were received

Nature of Liaison: City Council intends to consider removing the “h”, “h-54”, “h-71”, “h-95”, and “h-100” Holding Provision’s from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbol’s permitting 69 dwelling units, within multiple townhouses and a new private road providing access from Buroak Drive. The purpose of the “h” provision is 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 and/or a development agreement has been entered into for the subject lands. The purpose of the “h-54” provision is to ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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. The purpose of the “h-71” provision is to encourage street orientated development that will be incorporated into the approved site plan and executed development agreement prior to the removal of the “h-71” symbol. The purpose of the “h-95” provision is to ensure that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented, a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified Urban design issues. The removal of the “h-100” provision is to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Council will consider removing the holding provisions as it applies to these lands no earlier than January 18, 2021.

Appendix C – Relevant Background

London Plan Excerpt



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 | |

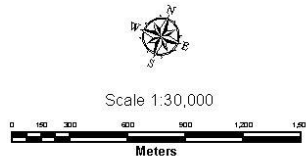
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

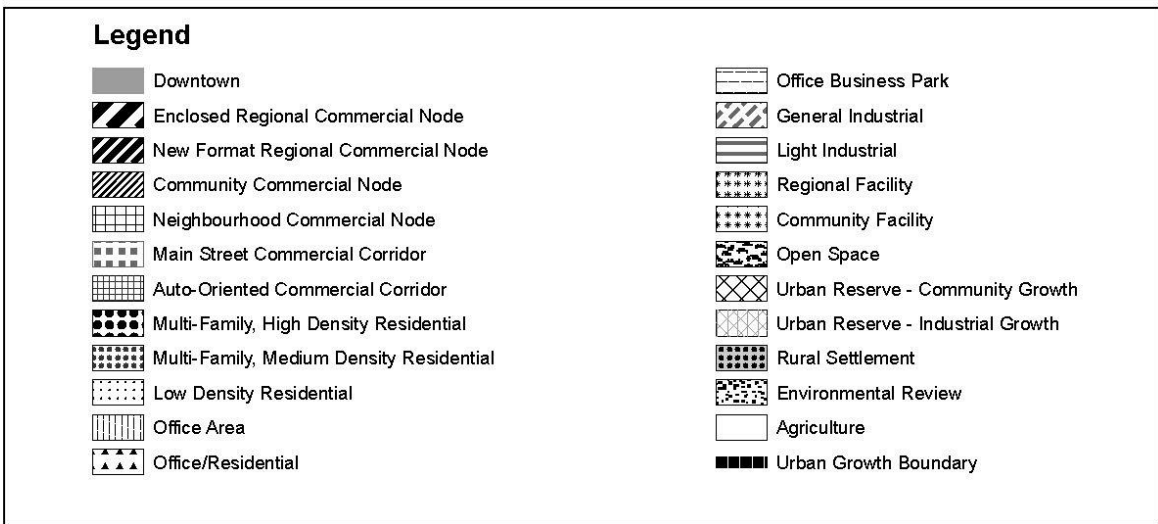
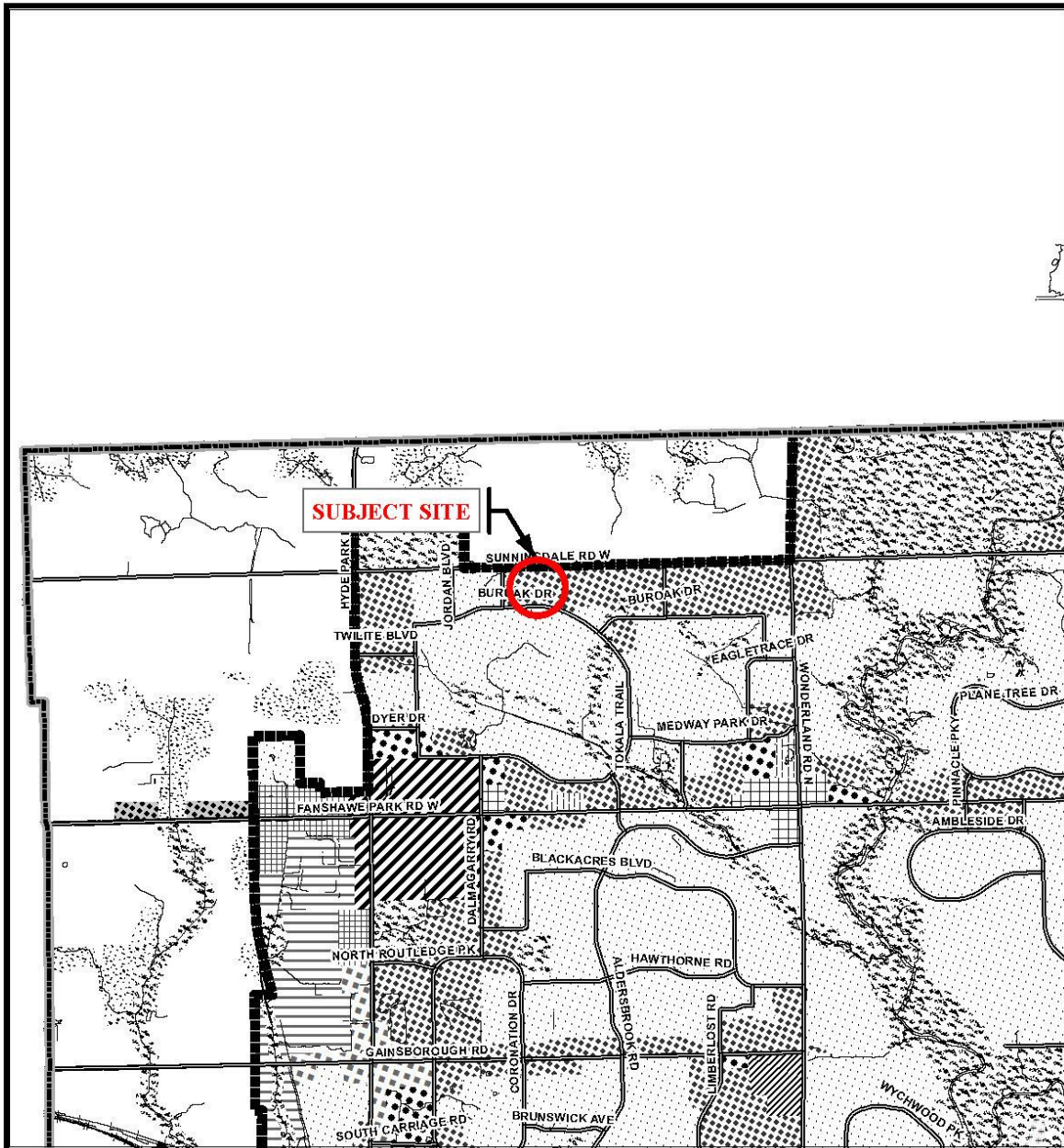
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

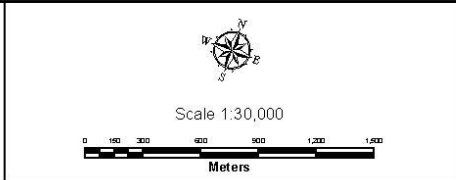


File Number: H-9284
Planner: MC
Technician: RC
Date: December 15, 2020

1989 Official Plan Excerpt



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



FILE NUMBER: H-9284
 PLANNER: MC
 TECHNICIAN: RC
 DATE: 2020/12/15

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_NEW_b&w_6x14.mxd

Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

H-9284

MC

MAP PREPARED:

2020/12/15

RC

1:2,000

0 10 20 40 60 80 Meters

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 Rembrandt Developments (Fanshawe) Inc.
2261 Linkway Boulevard
Removal of Holding Provision

Date: January 18, 2021

Recommendation

That, on the recommendation of the Director, Development Services, based on the application by Rembrandt Developments (Fanshawe) Inc., relating to lands located at 2261 Linkway Boulevard, legally described as Block 90 Plan 33M-768, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on February 2, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Residential R6 (h-54•h-71•R6-5) Zone **TO** a Residential R6 (R6-5) Zone to remove the h-54 and h-71 holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the holding (h-54 and h-71) symbols to allow development of 78 townhouse dwelling units permitted under the Residential R6 (R6-5) Zone.

Rationale of Recommended Action

1. The conditions for removing the holding (h-54 & h-71) provisions have been met and the recommended amendment will allow development of a proposed 78 unit townhouse development in compliance with the Zoning By-law.
2. A Subdivision Agreement has been entered into and securities have been posted as required by City Policy and the Subdivision Agreement.
3. Performance security has been posted in accordance with City policy, and a Development Agreement has been executed by the applicant and the City.
4. As part of the Site Plan and Development Agreement, appropriate noise attenuation measures will be implemented based on the accepted noise assessment report; and a building orientation plan has been reviewed and accepted which demonstrates building orientation to Oxford Street West and Kains Road.

Linkage to the Corporate Strategic Plan

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

Analysis

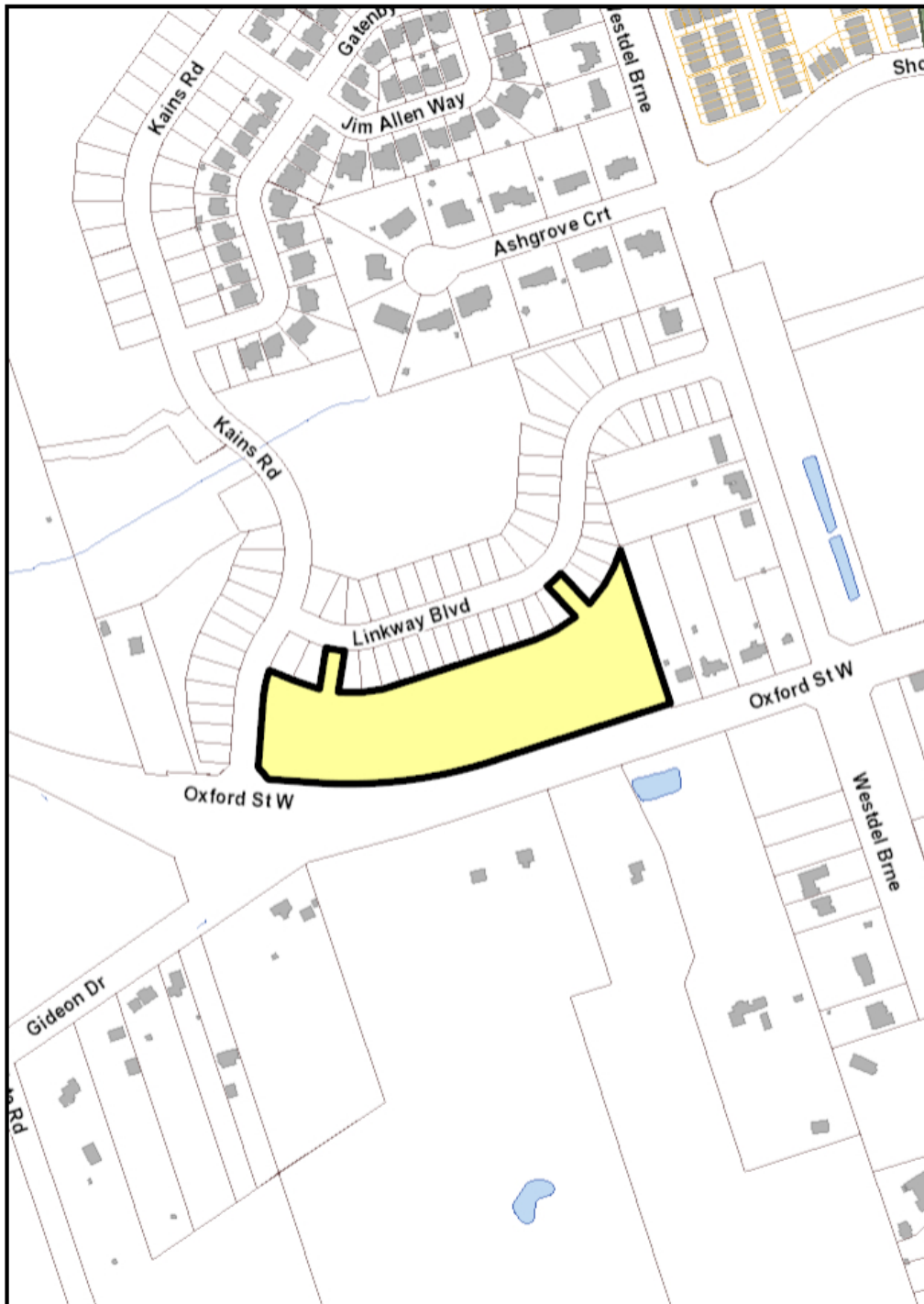
1.0 Background Information

1.1 Previous Reports Related to this Matter

July 17, 2017 – Report to Planning and Environment Committee on an application for approval of Draft Plan of Subdivision and Zoning By-law Amendments re: Eagle Ridge Subdivision – Phase 2 (File No. 39T-17501/Z-8725).

2.0 Discussion and Considerations

2.1 Location Map

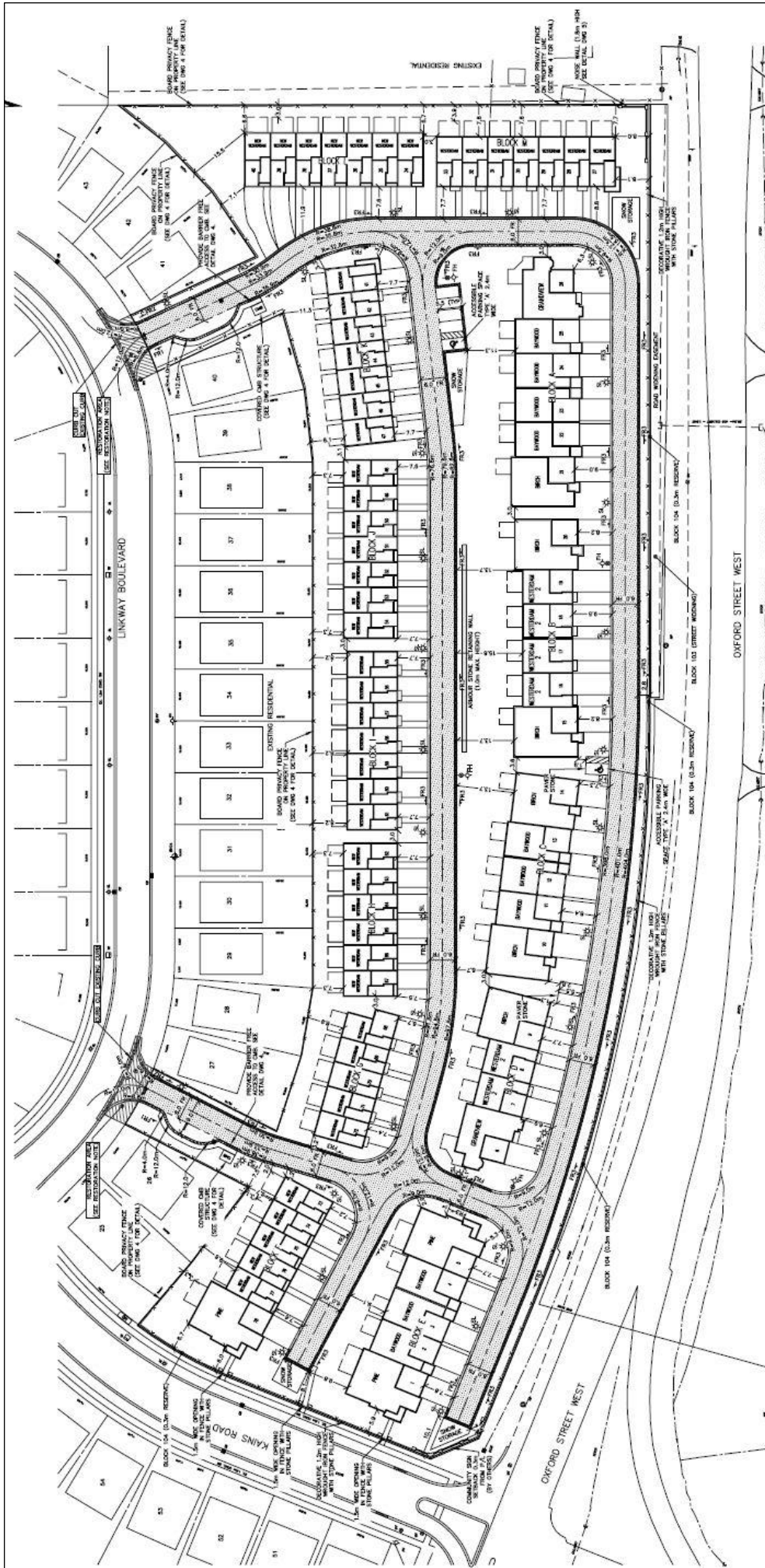


Location Map		Legend	
Subject Property:	2261 Linkway Boulevard		Subject Property
Applicant:	REMBRANDT DEVELOPMENTS (FANSHAWE) INC.		Parks
File Number:	H-9242		Assessment Parcels
Created By:	Larry Mottram		Buildings
Date:	7/16/2020		Address Numbers
Scale:	1:4000		
Corporation of the City of London			

2.2 Description of Proposal

This proposal is to remove the holding provisions to allow a residential development of cluster townhouses on a vacant block within a registered plan of subdivision.

2.2.1 Site Plan



2.2.2 Building Elevations (Units 1 - 5)



2.3 Planning History

On October 1, 2019 the Approval Authority for the City of London granted Final Approval for Phase 2 of the Eagle Ridge Subdivision located north of Oxford Street West and west of Westdel Bourne. Phase 2 consists of 89 single detached lots, one (1) medium density block, two (2) open space blocks, three (3) park blocks, seven (7) part blocks for future development, and several road widening and 0.3 metre reserves, all served by the extension of Kains Road, Linkway Boulevard and Gatenby Street. The subdivision plan was subsequently registered on October 9, 2019 as Plan 33M-768. The medium density block (Block 90) is the subject of this application for Removal of Holding Provisions, as well as an application for Site Plan Approval by Rembrandt Developments (Fanshawe) Inc. for a 78 unit townhouse development (File No. SPA20-020).

2.4 Community Engagement (see more detail in Appendix B)

One written response was received to the Notice of Application. Comments received are summarized as follows:

- There are concerns for increased traffic volumes and access on Oxford Street West. Adding these townhouses will only make a difficult traffic issue worse.
- Residents of these homes will have no access to public transit necessitating the use of personal vehicles and increasing ambient air pollution.
- Such dense housing will increase noise levels, increase stress, and result in loss of privacy for existing residents.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Conclusions

4.1 Have the conditions for removal of the holding (h) provision been met?

Section 36(1) of the Planning Act allows municipalities to place holding provisions on properties to ensure that certain requirements have been addressed to the satisfaction of Council, prior to development. Through the Zoning By-law amendment and Draft Plan of Subdivision application process, two holding provisions were added to the subject site to address potential noise impacts from traffic on Oxford Street West, and to ensure street-oriented development to adjacent public streets. The holding provisions, and confirmation as to how each requirement has been satisfied, are noted below:

The purpose of the holding (“h-54”) provision in the Zoning By-law is as follows:

Purpose: To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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.

The accepted site plan drawings incorporate recommendations from the accepted Noise Assessment Report (West Kains Condominium Development - Environmental Noise Assessment Report prepared by MTE Consultants dated December 18, 2019, and revised June 22, 2020). The report recommends a 1.8 metre high localized noise barrier for Units 27 and 28 to protect the private outdoor amenity areas from excessive daytime noise levels that exceed Ministry of Environment, Conservation and Parks (M.O.E.C.P.) noise criteria. The site plan shows a decorative stone and brick masonry noise wall will be constructed in the southeast corner of the site for the units which have rear-yard exposure to traffic on Oxford Street West. The Development Agreement will also include provisions for forced air heating and central air conditioning for certain units, and noise warning clauses to be registered on title. These requirements will form part of the approved Site Plan and Development Agreement.

The purpose of the holding (“h-71”) provision in the Zoning By-law is as follows:

Purpose: To encourage street orientation development, the Owner shall prepare a building orientation plan which demonstrates how the front façade of the dwelling units can be oriented to all abutting streets (except where a noise barrier has been approved), acceptable to the General Manager of Planning and Development. The recommended building orientation will be incorporated into the approved site plan and executed development agreement prior to the removal of the h-71 symbol.

An application for Site Plan Approval has been submitted by Rembrandt Developments (Fanshawe) Inc. (SPA20-020). The proposed development consists of 78 attached townhouse dwellings arranged in rows of units attached side-by-side. The site plan demonstrates strong building orientation with the front facades of dwelling units (Units 1 to 26) oriented towards Oxford Street West.

The two end units flanking Kains Road (Units 1 and 78) will have their front door entrances oriented towards Kains Road, and will also include walkways from the entrances to the City sidewalk. These units will not have individual driveway access to Kains Road as vehicular access will be provided by an internal common driveway. The garages are accessed internally and will be located against the inside common wall of the units. Building elevations show a similar level of architectural detail along the side and front elevations.

The interface with Oxford Street West features a 1.2-metre-high wrought iron fence with decorative stone pillars and a heavily landscaped planting strip. The need for a continuous noise wall is eliminated with only a localized sound reduction barrier required to protect the private outdoor amenity area of the end units adjacent Oxford Street West, as was noted above.

As part of the site plan review process, the plans and building elevations were reviewed by Site Planning and Urban Design staff and have now been accepted. A Development Agreement was recently executed between Rembrandt Developments (Fanshawe) Inc. and the City of London. Rembrandt has also posted security as required by City policy and the Development Agreement. Therefore, the condition has been met for removal of the “h-71” provision.

4.2 Public Comments

- There are concerns for increased traffic volumes and access on Oxford Street West. Adding these townhouses will only make a difficult traffic issue worse.

Road improvements at the intersection of Oxford Street West, Kains Road and Gideon Drive have recently been completed, including construction of left and right turn lanes on Oxford Street West, installation of a raised concrete median and island channelization to restrict turning movement to rights-out only from Kains Road to Oxford Street West, and added street lighting. This intersection is also planned for a future roundabout and was identified as a major road works in the 2019 Transportation Development Charges Background Study.

The proposed development is not expected to contribute significantly to traffic volumes as there will be no direct points of access to Oxford Street West or Kains Road. The site development plan provides two access driveway connections to Linkway Boulevard. Most of the ingress and egress vehicular traffic generated by this development is expected to be diverted to the east along Linkway Boulevard to Westdel Bourne. The City's Transportation Planning and Design Division were circulated on the application and did not indicate concerns related to the proposed development and increased traffic volumes.

- Residents of these homes will have no access to public transit necessitating the use of personal vehicles and increasing ambient air pollution.

This area is currently serviced by London Transit Route 17B Riverbend via Byron and Oxford Street West and the subject site is approximately 840 metres (9–10 minutes walking distance) to the closest bus stop at Riverbend Road and Shore Road. This area is presently growing and transit service is expected to expand in the future as the West Five and Riverbend area builds out. It should also be noted that there will be convenient access to the Thames Valley Parkway multi-use trail system located near the intersection of Kains Road and Oxford Street West.

- Such dense housing will increase noise levels, increase stress, and result in loss of privacy for existing residents.

With a site area of 2.79 hectares the residential unit density is approximately 28 units per hectare and within the maximum 35 units per hectare permitted by the R6-5 zone. The applicant indicated they are proposing to create a condominium townhouse development and as such based on the site plan concepts is considered compatible with surrounding existing and future uses in terms of its form and intensity. Privacy fencing is a standard site planning requirement and decorative wood board fencing in conjunction with substantial landscaping and tree planting is proposed along the property line with the rear yards of the homes currently under construction on Linkway Boulevard and with the abutting residential property to the east.

Conclusion

The requirements for two holding provisions on the subject lands have been addressed through the site plan approval process. Removal of these holding provisions will allow the issuance of building permits for the proposed 78 unit townhouse development. In the opinion of Staff, the holding zone requirements have been satisfied and it is appropriate to proceed to lift the holding symbols from the zoning map.

Prepared by: **Larry Mottram, 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.

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Bruce Page, Manager, Development Planning
Mike Pease, Manager, Development Planning

January 8, 2021
GK/PY/LM/lm

Y:\Shared\ADMIN\1- PEC Reports\2021 PEC Reports\1 - Jan 18\2261 Linkway Boulevard - H-9242 LM.docx

Appendix A

Bill No. (Number to be inserted by
Clerk's Office)
2021

By-law No. Z.-1- _____

A by-law to amend By-law No. Z.-1 to
remove holding provisions from the
zoning for lands located at 2261
Linkway Boulevard; legally described as
Block 90 Plan 33M-768.

WHEREAS Rembrandt Developments (Fanshawe) Inc. has applied to
remove the holding provisions from the zoning on lands located at 2261 Linkway
Boulevard, legally described as Block 90 Plan 33M-768, as shown on the map attached
to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding
provisions from the zoning of the said lands;

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 2261 Linkway Boulevard, legally described as Block 90
Plan 33M-768, as shown on the attached map, to remove the h-54 and h-71 holding
provisions so that the zoning of the lands as a Residential R6 (R6-5) Zone comes into
effect.
2. This By-law shall come into force and effect on the date of passage.

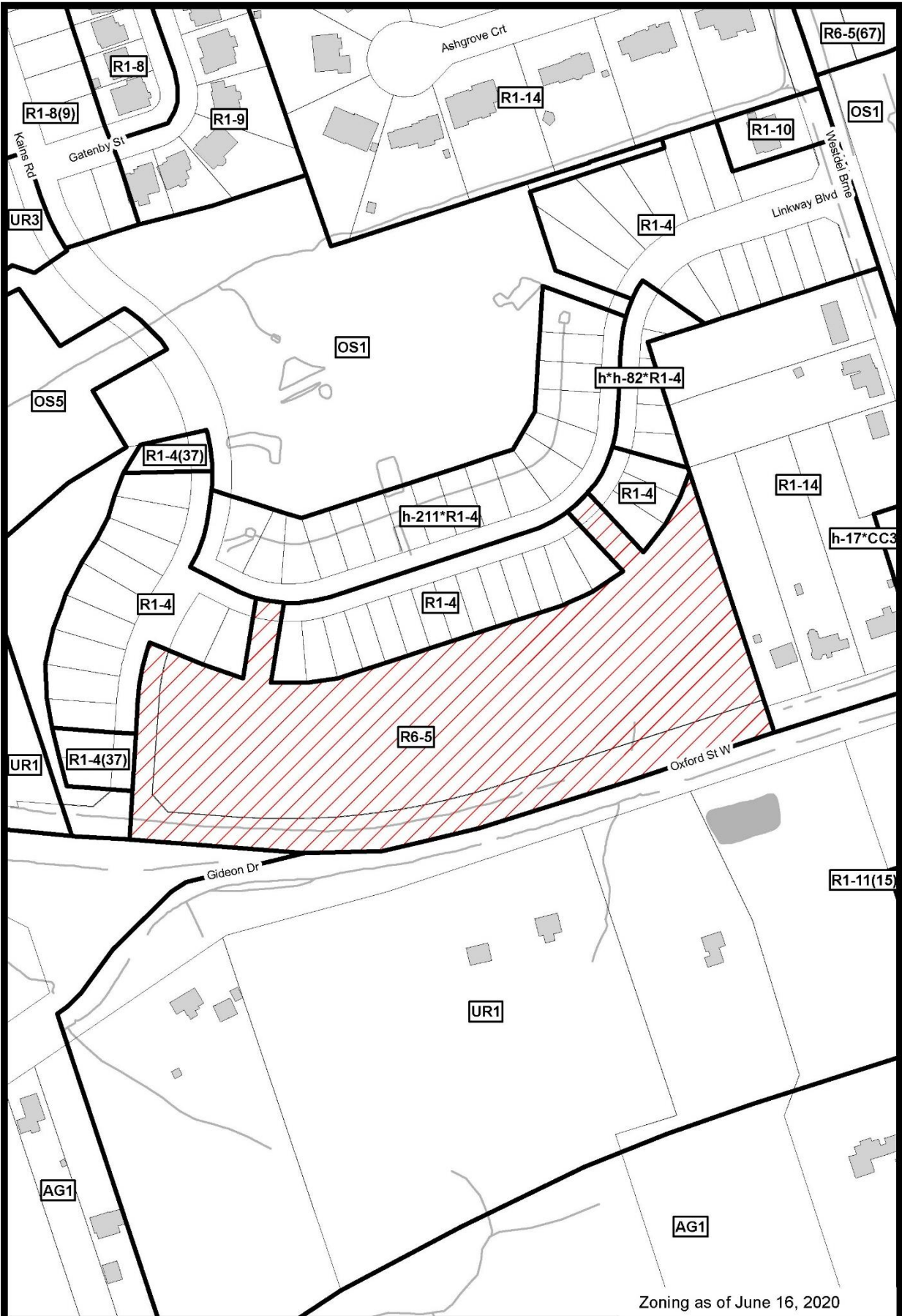
PASSED in Open Council on February 2, 2021.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – February 2, 2021
Second Reading – February 2, 2021
Third Reading – February 2, 2021

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




File Number: H-9242
 Planner: LM
 Date Prepared: 2020/08/25
 Technician: rc
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: Notice of the application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 13, 2020.

Responses: 1 reply received

Nature of Liaison: 2261 Linkway Boulevard, located north side of Commissioners Road West, between Westdel Bourne and Kains Road; identified as Block 90 Plan 33M-768 – City Council intends to consider removing the Holding (h-54 and h-71) Provisions from the zoning of the subject lands to allow development of 78 townhouse dwelling units permitted under the Residential R6 (R6-5) Zone. The purpose of the h-54 provision is to ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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. The purpose of the h-71 provision is to encourage street orientation development. The Owner shall prepare a building orientation plan which demonstrates how the front façade of the dwelling units can be oriented to all abutting streets (except where a noise barrier has been approved), acceptable to the General Manager of Planning and Development. The recommended building orientation will be incorporated into the approved site plan and executed development agreement prior to the removal of the h-71 symbol. Council will consider removing the holding provision as it applies to these lands no earlier than September 15, 2020.

Response to Notice of Application and Publication in “The Londoner”

Telephone:
None

Written:
Iris Gutmanis –
2085 Oxford Street West

Larry Mottram
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London ON PO BOX 5035
N6A 4L9

RE: File H-9242: Request to remove holding provision(s) to allow development of 78 cluster townhouse dwelling units

Mr. Mottram,

On August 13, I received notification of the intent to remove the holding provision on 2261 Linkway Boulevard Block 90 Plan 33M-768. This property is very close to my private home of 38 years and I am quite concerned about the proposed development of 78 cluster townhouse dwelling units. First, the addition of these townhouses will only make a difficult traffic issue worse. The volume of traffic on Oxford Street West has steadily increased over the years and most mornings and evenings there is a long line up of cars at all nearby intersections. I don't see how this many more people will be able to readily access Oxford Street. As well, people living in these homes will not have ready access to public transit necessitating the use of personal vehicles thereby adding to ambient air pollution. In addition, such dense housing will only increase noise levels increasing personal stress levels and making it more difficult for me to get a good night's sleep. Finally, such dense housing further decreases my privacy as well as that of other single-family homeowners in Eagle Ridge and will likely lower property values. I urge you to reconsider this development. Please send me information on any developments regarding this application.

Sincerely,

Iris Gutmanis

2085 Oxford Street West
London, ON, N6K 4P1



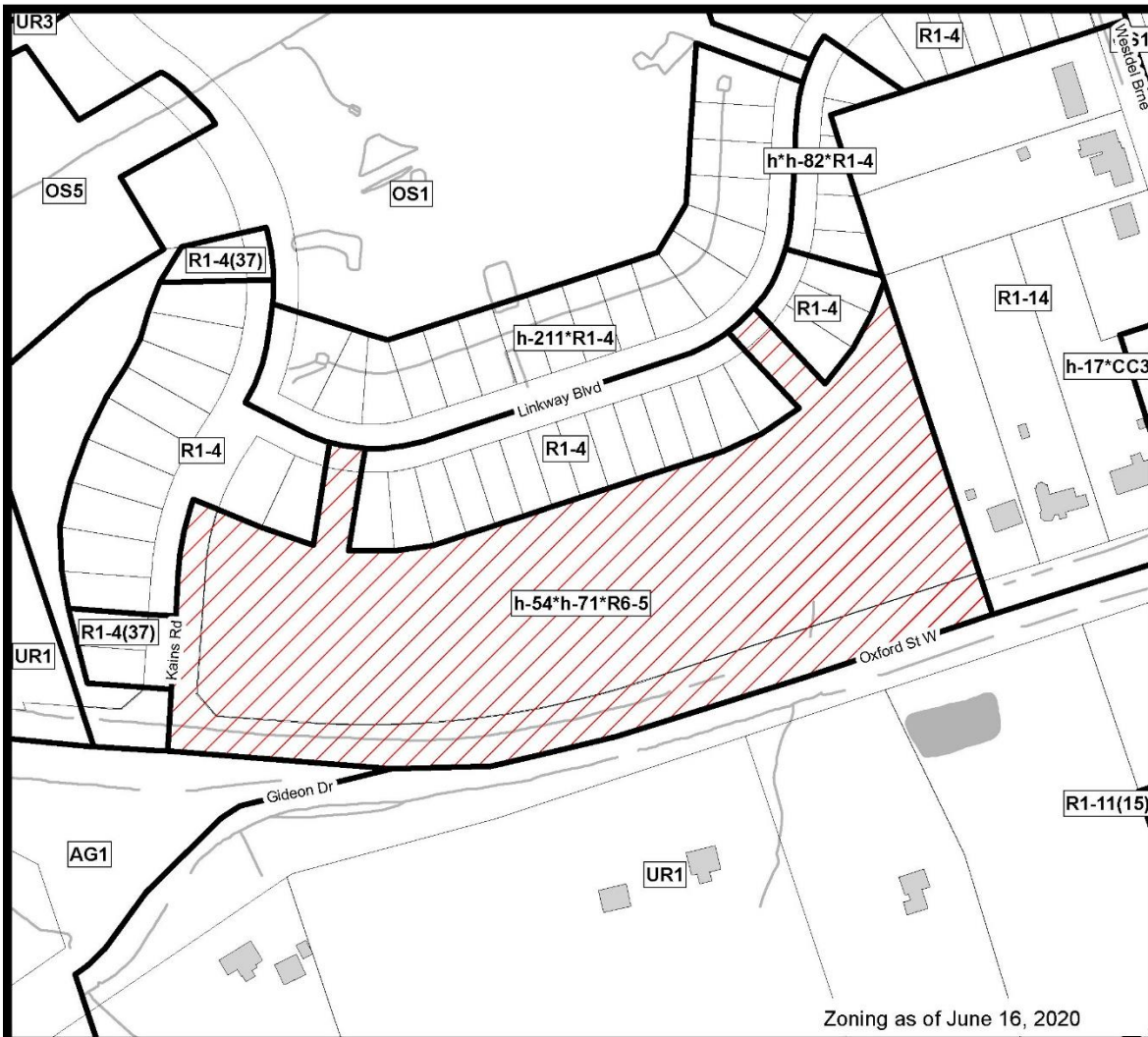
Cc Anna Hopkins, Lila Huron-Albinger

Agency/Departmental Comments:

None

Appendix C – Relevant Background

Existing Zoning Map



Zoning as of June 16, 2020



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

H-9242

LM

MAP PREPARED:

2020/08/25

rc

1:2,500

0 12.525 50 75 100
Meters

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: Application by: 1423197 Ontario Inc. (Royal Premier Homes)
307 Fanshawe Park Road East

Meeting on: January 18, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following action be taken with respect to the application of 1423197 Ontario Inc. (Royal Premier Homes) relating to the property located at 307 Fanshawe Park Road East, the proposed by-law attached hereto as Appendix “A” **BE INTRODUCED** at the Municipal Council meeting on February 2, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the lands **FROM** a holding Residential R5 Special Provision (h-5*h-54*h-89*R5-7(10)) Zone **TO** Residential R5 Special Provision (R5-7(10)) Zone to remove the “h-5, h-54 and h-89” holding provisions.

Executive Summary

Summary of Request

The applicant has requested the removal of the h-5, h-54 and h-89 holding provisions from 307 Fanshawe Park Road East, for a proposed townhouse development. The holding provisions are in place to ensure a public site plan meeting is conducted, there are no land use conflicts between the arterial road and the proposed residential use and a stormwater servicing report has been completed and implemented.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the holding h-5, h-54 and h-89 symbols to permit the construction of 42 townhouse dwelling units.

Rationale of Recommended Action

The requirements for removing the holding provision have been met.

1. The public site plan meeting was held on July 15, 2020, and staff have worked with applicant to ensure that matters raised throughout the public engagement process have been considered.
2. There are no land use conflicts between arterial roads and the proposed residential uses
3. A stormwater servicing report has been accepted and the recommendations of the study have been implemented to the satisfaction of the City Engineer.
4. A Development Agreement has been executed and security has been posted for this development.

It is appropriate to remove the holding provision as it is no longer required.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

The original 1972 plan of subdivision developed around 307 Fanshawe Park Road East providing the site with 2 legal frontages; Fanshawe Park Road East and Camden Road. In 1975, a severance was granted for the north portion of 307 Fanshawe Park Road to create 3 residential lots fronting onto Camden Road.

In April 2011, Municipal Council passed a Zoning By-law Amendment, Holding Residential R1/ Bonus (h-5*h-54*h-89*R1-8*B-15) Zone, to permit the development of a 3 story apartment building. The building was never constructed.

In 2019, an application was submitted to amend the zoning on the subject site from a Residential R8 Zone to a Special Provision Residential R5 Zone to permit townhouse and stacked townhouse dwellings. Planning Committee deferred the application and directed staff to undertake additional work with the applicant to consider site issues such as tree protection, building elevation, intensification and site grading. In addition, the development was to be presented to the Urban Design Peer Review Panel (UDPRP).

On July 17, 2019, the revised development proposal was presented to the UDPRP.

A second Public Participation Meeting was held before the Planning and Environment Committee on September 23, 2019. On October 1, 2019 Municipal Council amended the Zoning By-law a Holding Residential R5 Special Provision (h-5*h-54*h-89*R5-7(10)) Zone. The resolution of Council also included the following direction for the Site Plan Approval Authority to consider:

- i. the requirement for the protection and preservation of the trees and hedges on the easterly, southerly, and westerly boundary (both shared boundary and within-boundary vegetation) on the subject property, with the exception of invasive species or hazard trees;
- ii. where hedge growth is sparse the requirement for the provision of supplementary coniferous plantings post-construction to fill the gaps;
- iii. the comments from the Urban Design Peer Review Panel (UDPRP) from their meeting held on July 17, 2019; and
- iv. subject to iii) above, the submission of a revised site plan to the UDPRP for review.

The applicant returned to the UDPRP on November 11, 2019.

On April 28, 2020, a site plan application was received by the City (file SPA20-029). On July 15, 2020 a public meeting was held before PEC to discuss the site plan application for a 3-storey (11.7m) 24 unit stacked townhouse building and a 2- storey (8.9m) 18 unit building. Municipal Council supported the site plan application.

1.1 Property Description

The subject lands are located on the south side of Fanshawe Park Road East, east of and Hastings Drive. Fanshawe Park Road East is classified as an Urban Thoroughfare in The London Plan and an Arterial Road in the 1989 Official Plan. The City issued demolition permits on January 4, 2019 to remove the single detached dwelling and the accessory (barn) structure. The site is currently vacant.

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

- The London Plan Place Type – Neighbourhoods Place Type
- 1989 Official Plan Designation – Low Density Residential
- Existing Zoning – Holding Residential R5 Special Provision, (h-5*h-54*h-89*R5-7(10))

1.3 Site Characteristics

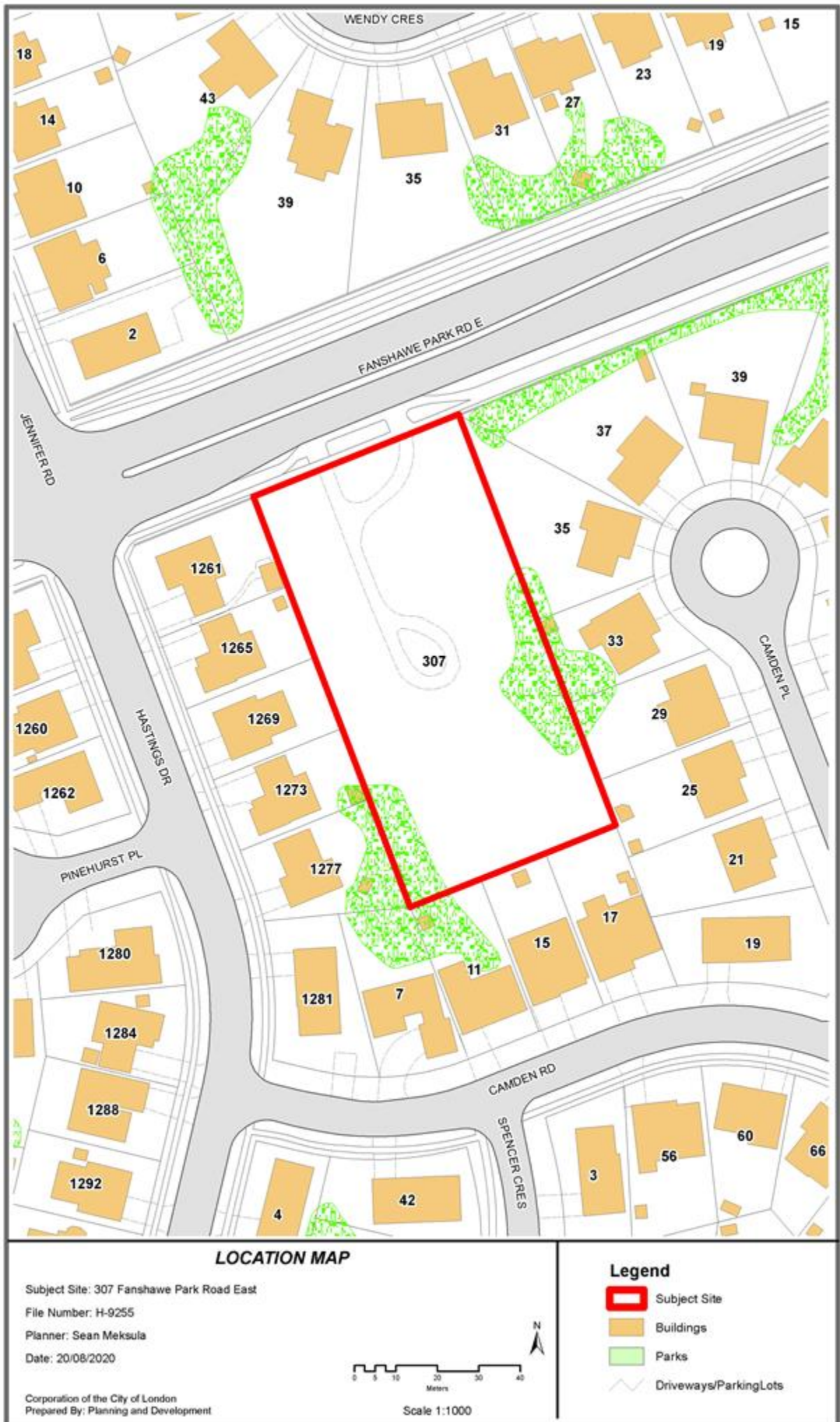
- Current Land Use – Vacant

- Frontage – 53.3 metres
- Depth – 105.9 metres
- Area – 0.56 hectares
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Single detached dwellings
- East – Single detached dwellings
- South – Single detached dwellings
- West – Single detached dwellings, approx. 400 metres, Masonville Transit Village.

1.5 Location Map



2.0 Discussion and Considerations

The proposed application is to remove the h-5, h-54 and h-89 holding provisions to allow a residential development of stacked townhouses on a vacant lot.

2.1 Development Proposal

The proposed development consists of a 3-storey, 24 unit stacked townhouse building fronting Fanshawe Park Road and a 2-storey, 18 unit stacked townhouse building internal to the site. The proposal provides 53 vehicular parking spaces, including 3 barrier-free spaces. Issues raised through the public meeting have been addressed in the proposal.

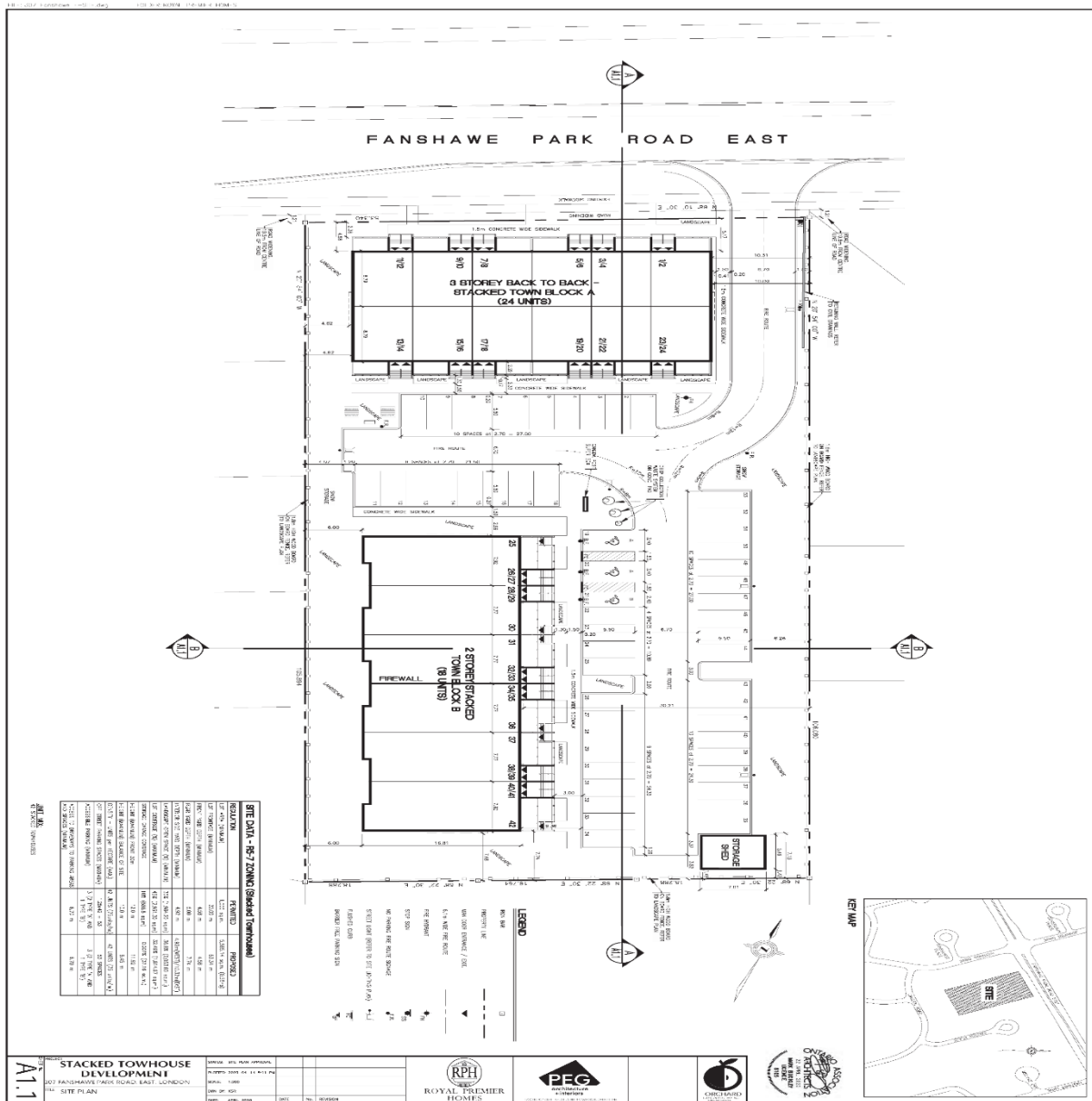


Figure 1: Conceptual Site Plan

2.2 Community Engagement (see detail in Appendix B)

No comments were received in response to the Notice of Application.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

Why is it Appropriate to remove this Holding Provision?

h-5 Holding Provision

The “h-5” holding provision states:

“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 required public participation meeting was held on July 15, 2020. The meeting provided the public an opportunity to review and comment on the proposed site plan. Public comments, such as, privacy fencing and enhanced landscaped buffering have been incorporated into the accepted plan. In addition, the applicant has executed the development agreement. This is sufficient to satisfy the requirements for the removal of the “h-5” holding provision.

h-54 Holding Provision

The “h-54” holding provision states:

“To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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.”

Development Services has confirmed that the applicant has implemented all noise attenuation measures recommended in their noise assessment report. This satisfies the requirement for removal of the h-54 holding provision for this site.

h-89 Holding Provision

The “h-89” holding provision states:

“To ensure the orderly development of the lands the “h-89” symbol shall not be deleted until a stormwater servicing report has been prepared and confirmation that stormwater management systems are implemented to the satisfaction of the City Engineer.”

A stormwater servicing report was submitted and accepted as part of the application for site plan. The site will outlet to municipal sewers fronting the site and ultimately discharge into a municipal stormwater management pond. This satisfies the requirement for removal of the h-89 holding provision for this site.

Conclusion

The requirements for three holding provisions on the subject lands have been addressed through the site plan approval process. Removal of these holding provisions will allow the issuance of building permits for the proposed 42 unit stacked townhouse development.

In the opinion of Staff, the holding zone requirements have been satisfied and it is appropriate to proceed to lift the holding symbols from the zoning map.

Prepared by: Sean Meksula, MCIP, RPP
Senior Planner, Development Services

Submitted by: Paul Yeoman, RPP, PLE
Director, Development Services

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

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Bruce Page, Manager, Development Planning (Subdivisions)
Michael Pease, Manager, Development Planning (Site Plan)

SM/sm

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2020\H-9255 - 307 Fanshawe Park Road East (SM)\PEC\307 Fanshawe Park Road East - H-9255 _PEC_Report_(SM).docx

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21 _____

A by-law to amend By-law No. Z.-1 to remove holding provision from the zoning for lands located at 307 Fanshawe Park Road East.

WHEREAS 1423197 Ontario Inc. (Royal Premier Homes) has applied to remove the holding provision from the zoning for the lands located at 307 Fanshawe Park Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provision from the zoning of the said lands;

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 307 Fanshawe Park Road East, as shown on the the attached map comprising part of Key Map No. 102, to remove h-5, h-54 and h-89 holding provisions so that the zoning of the lands as a Residential R5 Special Provision (R5-7(10)) Zone comes into effect.
2. This by-law shall come into force and effect on the day it is passed.

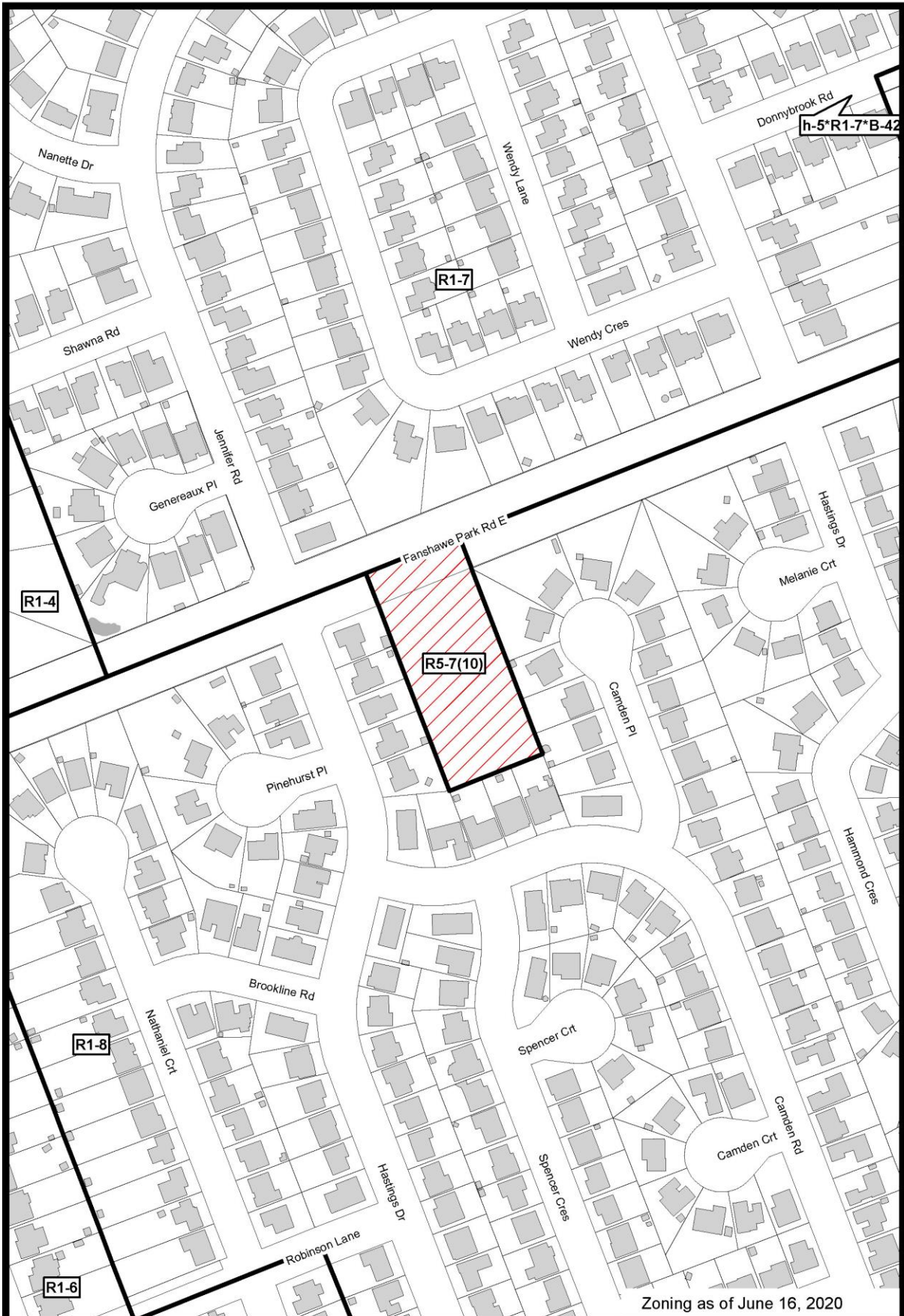
PASSED in Open Council on February 2, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 2, 2021
Second Reading – February 2, 2021
Third Reading – February 2, 2021


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



File Number: H-9255
Planner: SM
Date Prepared: 2020/08/24
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100
 Meters



Appendix B – Public Engagement

Community Engagement

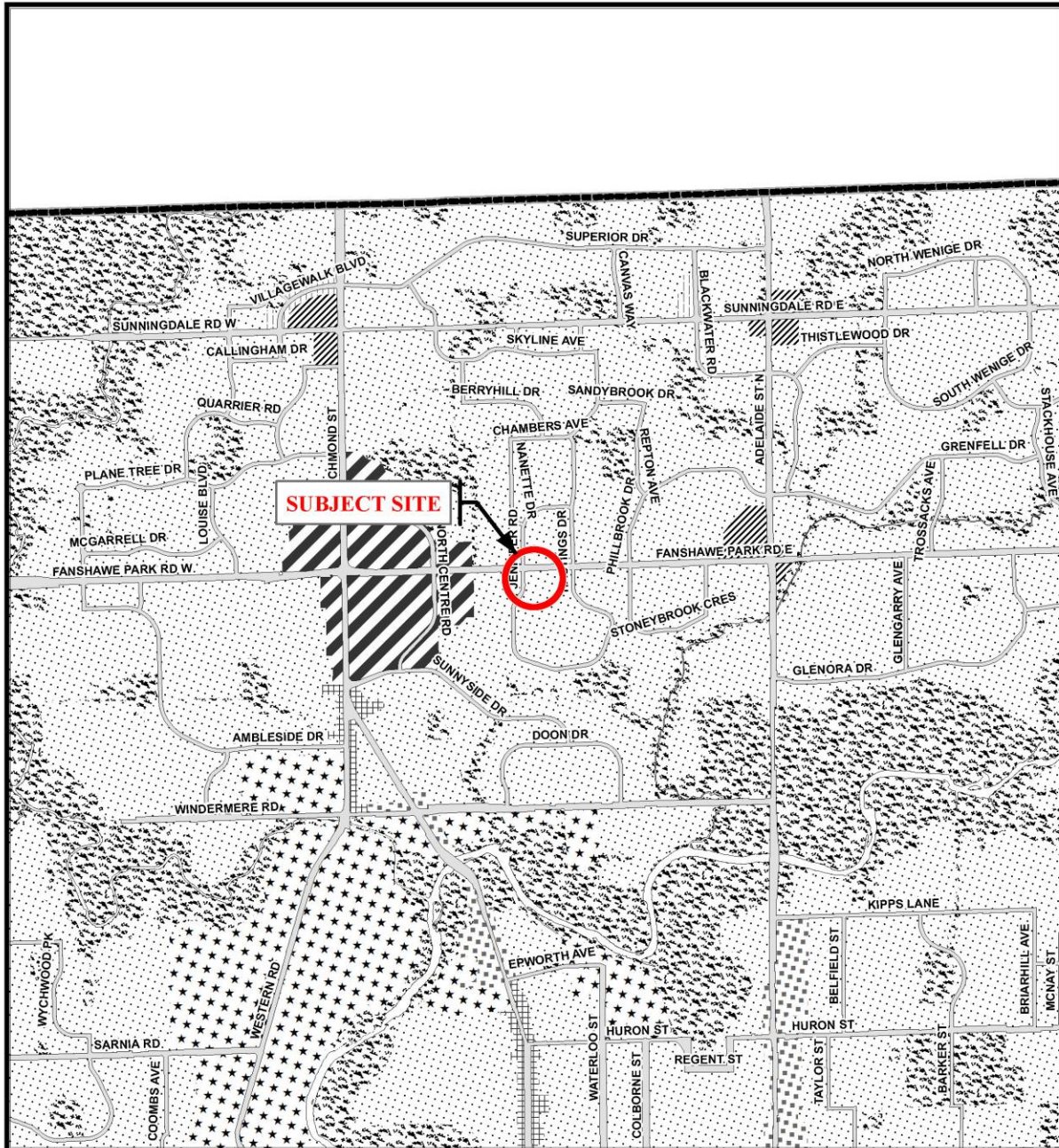
Public liaison: Notice of the application was published in the Londoner on September 3, 2020.

0 replies were received

Nature of Liaison: City Council intends to consider removing the Holding (h-5, h-54 and h-89), Provision(s) from the zoning of the subject lands to allow the development of 42 stacked townhouse dwelling units permitted under the Residential R5 Special Provision (R5-7(10)) Zone. The purpose of the “h-5” provision is 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 purpose of the “h-54” provision is to ensure there are no land use conflicts between arterial roads and the proposed residential uses, the h-54 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. The purpose of the “h-89” provision is to ensure the orderly development of the lands the “h-89” symbol shall not be deleted until a stormwater servicing report has been prepared and confirmation that stormwater management systems are implemented to the satisfaction of the City Engineer. Council will consider removing the holding provisions as it applies to these lands no earlier than October 19, 2020.

Appendix C– Relevant Background

London Plan Excerpt



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 | |

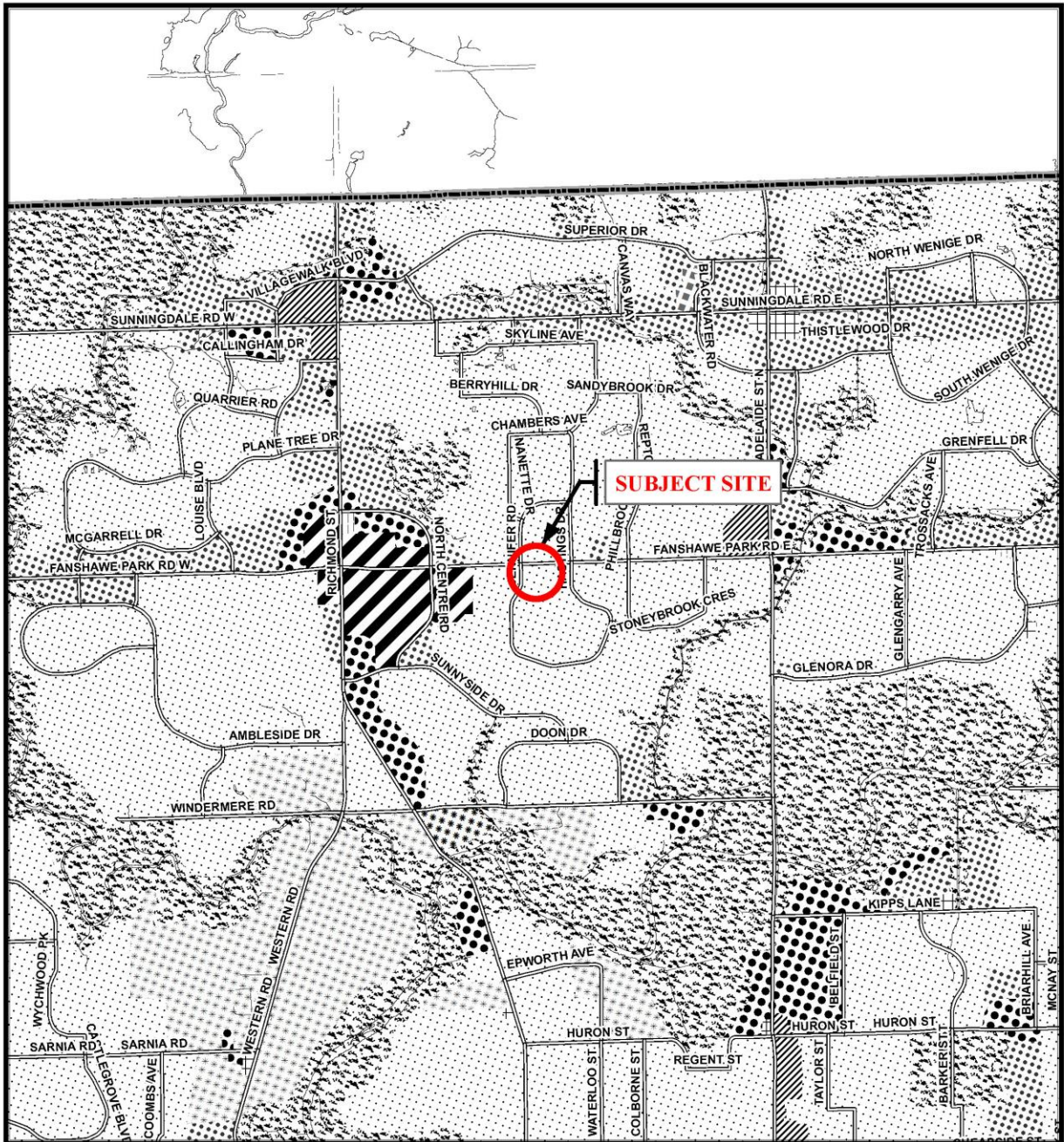
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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.

<p>CITY OF LONDON Planning Services / Development Services</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning Services</p>	 Scale 1:30,000 Meters	<p>File Number: H-9255</p> <p>Planner: SM</p> <p>Technician RC</p> <p>Date: August 24, 2020</p>
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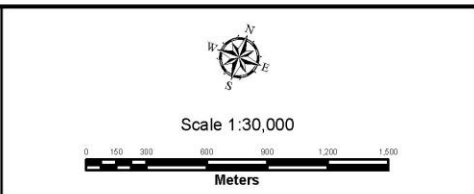
Project Location: E:\Planning\Projects\p_officialplan\work\consolid\0\excerpts_LondonPlan\mxd\H-9255-Map1-PlaceTypes.mxd

1989 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

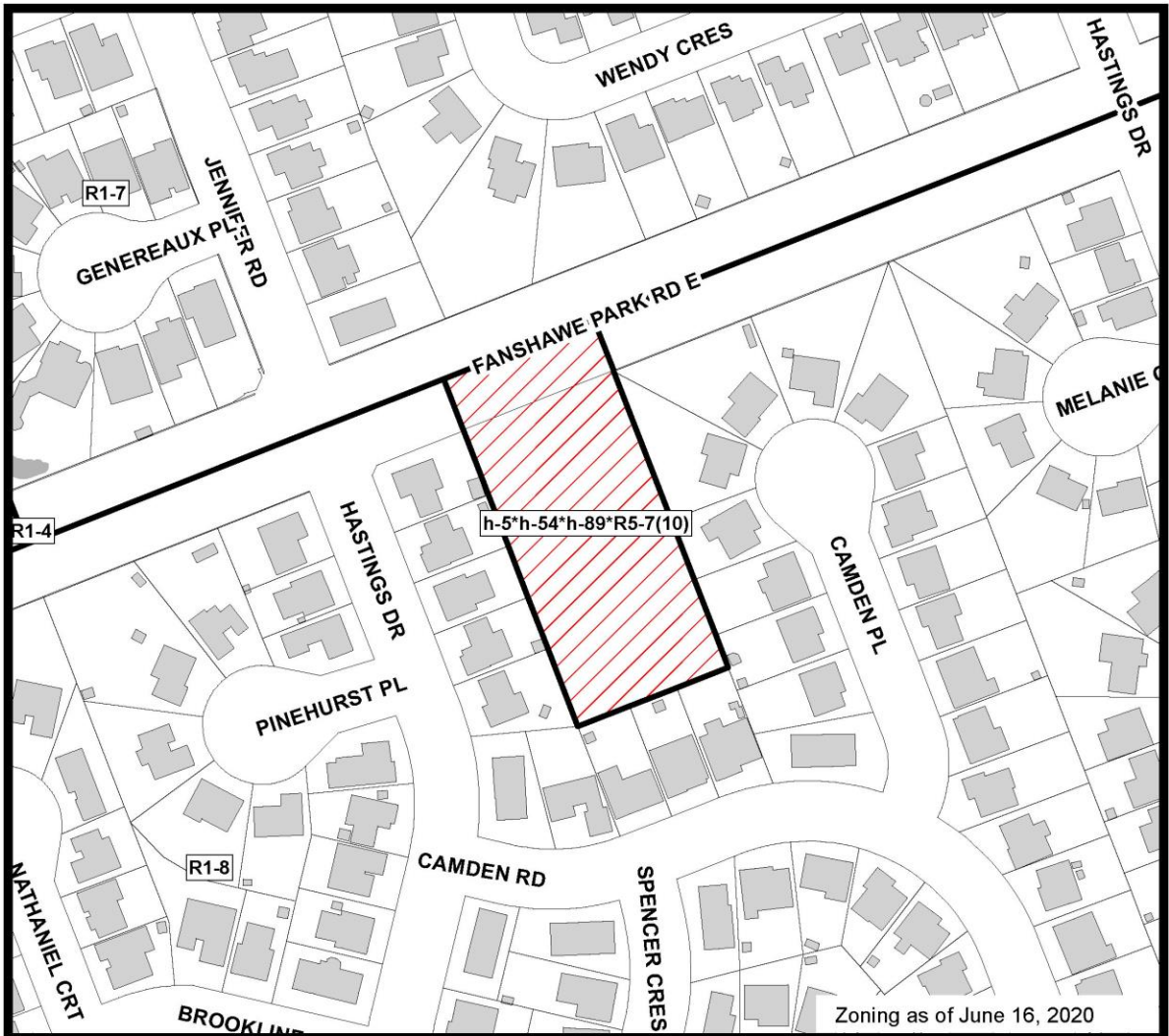
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: H-9255
 PLANNER: SM
 TECHNICIAN: RC
 DATE: 2020/08/24

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

Zoning Excerpt



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:

H-9255

SM

MAP PREPARED:

2020/08/24

RC

1:2,000

0 12.5 25 50 75 100

Meters

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

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett, Director, City Planning and City Planner
Subject: Inclusionary Zoning Review: Terms of Reference
Date: January 18, 2021

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the Inclusionary Zoning review:

- (a) The Terms of Reference for the Inclusionary Zoning Review, attached hereto as Appendix “A”, **BE RECEIVED**; and
- (b) Staff **BE DIRECTED** to complete steps necessary to prepare the Draft Assessment Report, consistent with Provincial requirements, noting that a draft Assessment Report will be brought before a future meeting of the Planning and Environment Committee for Council’s consideration.

Executive Summary

The purpose and effect of this report is to introduce the Terms of Reference for the initiation of the Inclusionary Zoning review. The Terms of Reference briefly define Inclusionary Zoning and establish the approach, timeline, and the steps required by the Province to introduce Inclusionary Zoning policies and by-laws.

Linkage to the Corporate Strategic Plan

The Inclusionary Zoning review is consistent with Council’s Strategic Plan 2019-2023. It is identified as a key action in the “Strengthening Our Community” Strategic Area of Focus, which includes an expected result to increase affordable and quality housing options by utilizing innovative regulations and investment to facilitate affordable housing development.

Analysis

1.0 Background Information

1.1 What is Inclusionary Zoning?

Inclusionary Zoning is a regulatory tool that the City of London may consider as a means of supporting the provision of affordable housing within new development, consistent with the objectives of the Housing Stability Action Plan and Homelessness Prevention and Housing policies of the *London Plan*.

In general, Inclusionary Zoning refers to zoning regulations that would require certain private development proposals for new residential units to include affordable housing units as part of those proposals. Inclusionary Zoning would also require the affordable units to be maintained as affordable for a period of time.

Inclusionary Zoning is not meant to replace publicly provided housing, nor is it a municipal incentive program with financial support. It may, however, be complementary to those other programs.

The London Plan defines “Affordable Housing”. If required, the definition of affordable housing for the purposes of Inclusionary Zoning may be refined through the preparation of an Assessment Report.

1.2 Provincial Legislation and Regulations

As part of the *Promoting Affordable Housing Act, 2016*, the Province provided a framework for municipalities to introduce Inclusionary Zoning into Official Plan policies and Zoning By-law regulations. The legislation allowed a municipality to include Inclusionary Zoning policies into its Official Plan, and then, if such enabling policies were approved by Council, a municipality could enact an Inclusionary Zoning By-law to implement its policies. Inclusionary Zoning was allowed to be applied city-wide.

In April 2018 the Province released O. Reg. 232/18, which provided further detail on the affordable housing need and financial viability assessments that must be prepared when considering adding Inclusionary Zoning policies into an Official Plan. Ontario Regulation 232/18 also defines exempted classes of buildings and identifies requirements of ongoing monitoring once an Inclusionary Zoning by-law is enacted.

Subsequently, the *More Homes, More Choice Act, 2019* (Bill 108), amended the Planning Act by adding conditions for where and when Inclusionary Zoning may be applied. Under Bill 108, Inclusionary Zoning may only be permitted in areas of a municipality that are designated as a “Protected Major Transit Station Area” (PMTSA) or where a Community Planning Permit System (CPPS) is in effect. To date there have been no new Ontario Regulations under the *Planning Act* to replace or complement those regulations found in O. Reg. 232/18.

On December 8, 2020, Municipal Council adopted a *London Plan* Amendment to designate Protected Major Transit Station Areas in the *London Plan*. The PMTSA, as adopted by Council, is shown on Map 1, below. This amendment has been forwarded to the Ministry of Municipal Affairs and Housing for Provincial approval.

The City’s Affordable Housing Development Toolkit report (June 17, 2019) also directs the review and consideration of Inclusionary Zoning policies. In the Toolkit report Inclusionary Zoning was identified as a new regulatory tool to increase the supply of affordable housing units.

Now that the PMTSA policies are introduced into the *London Plan*, the Inclusionary Zoning review can commence. The first step in this review is to conduct the assessment report analysis and financial viability analysis. Then, based on the findings, to potentially consider new *London Plan* policies and implementing regulations for Inclusionary Zoning.

The Terms of Reference specifies the requirements and deliverables associated with a review of Inclusionary Zoning for the City of London.

2.0 Inclusionary Zoning Terms of Reference

2.1 Terms of Reference for the Inclusionary Zoning Review

The Terms of Reference, attached as Appendix ‘A’ to this report, identify the objectives and timeline for the Inclusionary Zoning review. The Terms of Reference also identifies the processes required by Provincial legislation and O. Reg. 232/18 in order to introduce Inclusionary Zoning policies and by-laws.

As identified in Terms of Reference, the objectives of the review include:

- Satisfying requirements for the municipal assessment background report.
- Satisfying requirements for an analysis of potential impacts on the housing market and financial viability of market development.
- Evaluating if Inclusionary Zoning can complement other City and Agency actions, programs, and policies to encourage private developers to create new affordable housing units as part of new market-rental or market-ownership developments.
- Evaluating opportunities for Inclusionary Zoning to help achieve the Key Directions and City Structure of the *London Plan*, including but not limited to the

goal of strategically directing the highest intensity of growth to higher-order transit nodes and corridors.

- Engaging stakeholders and the public to gather feedback regarding the assessment reports as well as part of any associated *London Plan* or By-law Amendments.
- Engaging stakeholders and the public to provide information on the range of affordable housing tools and how Inclusionary Zoning may fit within that scope of programs and actions.

Prior to introducing an official plan amendment and zoning by-law amendment for Inclusionary Zoning policies and regulations, municipalities are required to prepare an “Assessment Report”. The Assessment Report evaluates current data and projections related to housing costs, city demographics, incomes, housing supply, the demand for affordable housing, and the potential for impacts on market housing costs arising from the introduction of Inclusionary Zoning.

Next Steps

As noted above, the Inclusionary Zoning review will include the preparation of an Assessment Report prior to the consideration of any London Plan policies and Zoning amendments.

The next step is preparation of a Request for Proposals (RFP) to retain a qualified consultant to prepare the assessment report, including a financial viability analysis. The preparation of the Assessment Report will include engagement with the development industry and public.

Following the preparation of the Assessment Report, the financial viability analysis section of the report must be peer reviewed by an independent reviewer. Preparation and consultation on the Assessment Report is included in the 2021 work plan, with the financial viability analysis peer review and Assessment Report finalization anticipated to be completed in early 2022.

After the Assessment Report is finalized, Council can evaluate the findings of the report and determine whether Inclusionary Zoning is an appropriate regulatory tool to help meet the City’s affordable housing needs. If, based on the results of the Assessment Report and consultations, it is recommended to proceed with potential *London Plan* and Zoning By-law amendments to introduce Inclusionary Zoning, then the second phase of the IZ review will commence. The second phase of the review will include preparation of draft London Plan policies and Zoning by-law regulations, and public and stakeholder engagement on those policies and Zoning regulations. Those amendments would be considered at a future meeting of the Planning and Environment Committee.

Prepared by:	Travis Macbeth, MCIP, RPP, Senior Planner, Planning Policy
Submitted by:	Justin Adema, MCIP, RPP, Manager, Planning Policy
Recommended by:	Gregg Barrett, AICP, Director, City Planning and City Planner

INCLUSIONARY ZONING (IZ) REVIEW TERMS OF REFERENCE

1.0 PROJECT OVERVIEW

1.1 What is Inclusionary Zoning?

Inclusionary Zoning is a regulatory tool that the City of London may consider as a means of supporting the provision of affordable housing stock, consistent with the objectives of the Housing Stability Action Plan and Homelessness Prevention and Housing policies of the *London Plan*.

Council's Strategic Plan identifies the need to increase affordable and quality housing options for Londoners and includes the completion of this Inclusionary Zoning review as an important action to realize that goal.

In general, Inclusionary Zoning refers to zoning regulations that would require certain private development proposals for new residential units to include affordable housing units as part of those proposals. Inclusionary Zoning would also require the affordable units to be maintained as affordable for a period of time.

Inclusionary Zoning is not meant to replace publicly provided housing, nor is it a municipal incentive program with financial support. It may, however, be complementary to those other programs.

The London Plan defines "Affordable Housing". If required, the definition of affordable housing for the purposes of Inclusionary Zoning may be refined through the Assessment Report. In the London Plan "Affordable Housing" means either one of the following:

1. In the case of ownership housing either:
 - a. Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for low to moderate income households; or
 - b. Housing for which the purchase price is at least 10% below the average purchase price of a comparable resale unit in the city of London;
2. In the case of rental housing either:
 - a. A unit for which the rent does not exceed 30% of gross annual household income for low and moderate income households; or
 - b. A unit for which the rent is at or below the average market rent of a unit in the city of London.

1.2 Legislative Framework and Purpose

As part of the *Promoting Affordable Housing Act, 2016*, the Province provided a framework for municipalities to introduce Inclusionary Zoning into Official Plan policies

and Zoning By-law regulations. Inclusionary Zoning was allowed to be permitted city-wide. The legislation allowed a municipality to include Inclusionary Zoning policies into its Official Plan, and then, if such enabling policies are approved by Council, a municipality is permitted to enact an Inclusionary Zoning By-law to implement its policies.

In April 2018 the Province released O. Reg. 232/18, which provided further detail on the affordable housing need and financial viability assessments that must be prepared when considering adding Inclusionary Zoning policies into an Official Plan. Ontario Regulation 232/18 also defines exempted classes of buildings and identifies requirements of ongoing monitoring once an Inclusionary Zoning by-law is enacted.

Subsequently, the *More Homes, More Choice Act, 2019*, (Bill 108), added additional conditions for where and when Inclusionary Zoning may be applied. Now under Bill 108, Inclusionary Zoning may only be permitted in areas of a municipality that are designated as a “Protected Major Transit Station Area” (PMTSA) or where a Community Planning Permit System (CPPS) is in effect. To date there have been no new Ontario Regulations under the *Planning Act* to replace or complement those regulations found in O. Reg. 232/18.

On December 8, 2020, Municipal Council adopted a *London Plan* Amendment to designate Protected Major Transit Station Areas in the *London Plan*. The PMTSA, as adopted by Council, is shown on Map 1, below. This amendment has been forwarded to the Ministry of Municipal Affairs and Housing for Provincial approval.

The City’s Affordable Housing Development Toolkit report (June 17, 2019) also directs the review and consideration of Inclusionary Zoning policies. In the Toolkit report Inclusionary Zoning was identified as a new regulatory tool to increase the supply of affordable housing units.

PMTSA policies have recently been adopted by Municipal Council, and will be introduced into the *London Plan* following Ministry approval. These policies provide the locational criteria for inclusionary zoning. The purpose of the Inclusionary Zoning review is to determine the scope and structure of inclusionary zoning policies and implementing zoning regulations. The process starts with the preparation of a municipal assessment report and financial viability analysis. This municipal assessment report is required by the Regulation as part of the process to implement inclusionary zoning. Based on the findings, the City may then consider new *London Plan* policies and implementing zoning by-law regulations.

The purpose of the Terms of Reference is to specify the requirements and deliverables associated with a review of Inclusionary Zoning for the City of London.

1.3 Objectives

The Inclusionary Zoning review will achieve a number of key objectives, including:

- Satisfying requirements for the municipal assessment background report.

- Satisfying requirements for an analysis of potential impacts on the housing market and financial viability of market development.
- Evaluating if Inclusionary Zoning can complement other City and Agency actions, programs, and policies to encourage private developers to create new affordable housing units as part of new market-rental or market-ownership developments.
- Evaluating opportunities for Inclusionary Zoning to help achieve the Key Directions and City Structure of the *London Plan*, including but not limited to the goal of strategically directing the highest intensity of growth to higher-order transit nodes and corridors.
- Engaging stakeholders and the public to gather feedback regarding the assessment reports as well as part of any associated *London Plan* or By-law Amendments.
- Engaging stakeholders and the public to provide information on the range of affordable housing tools and how Inclusionary Zoning may fit within that scope of programs and actions.

1.4 Planning Context

The Provincial Policy Statement 2020 (PPS) sets the foundation for land use and development in Ontario by identifying matters of Provincial interest which must be implemented through consistent municipal policies found in Official Plans. The Provincial Policy Statement states that healthy, liveable, and safe communities are in part sustained by municipalities accommodating an appropriate range and mix of residential uses to meet long-term needs for affordable and market-based housing (s. 1.1.1.b). Also, through the PPS, municipalities are directed to provide an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents (s. 1.4.3). To meet the projected need, PPS s. 1.4.3 identifies that municipalities are required to establish targets for affordable housing, permit and facilitate intensification and redevelopment, promote densities that efficiently use land and resources, require transit-supportive development that prioritizes intensification in proximity to transit, including station nodes and corridors.

Some key directions of the *London Plan* include the city accommodating a range and mix of housing, including affordable housing, and coordination of land use and transportation planning so that infill and intensification are directed to support public infrastructure investments. For example, policy 55_13 of the *London Plan* identifies that it is a key direction to “invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners”. It is also a goal to design complete neighbourhoods so that they meet the needs of people of all ages, incomes and abilities, allowing for aging in place and access to amenities, facilities and services (policy 61_2). The *London Plan* includes a target of 25% of new housing, in aggregate, to be affordable to low- and moderate-income households, both through the forms of new development in greenfield areas and in intensification and redevelopment projects (policy 517_). Furthermore, the *London Plan* supports the prioritization of proposals that include a mixture of low- and moderate-income rental units which may be available to households in core housing need (e.g. shelter costs exceeding 50% of gross

household income) (policy 520_). The City may also consider changes to zoning permissions to increase building height and density to allow the provision of affordable housing units (policies 521_).

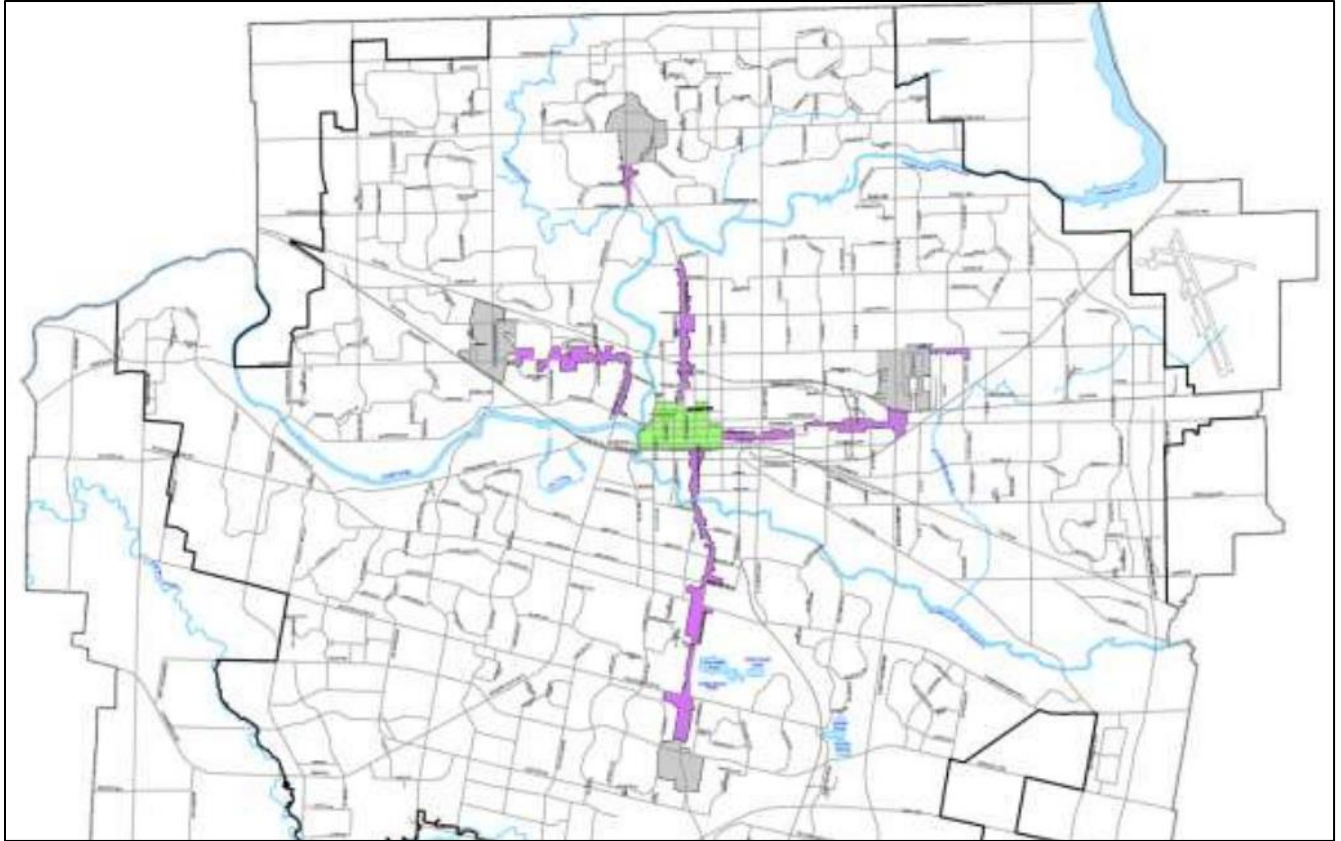
Additionally, the *London Plan* identifies that infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (policy 506_). The *London Plan* also establishes a City Structure Plan, which focuses high-intensity, mixed-use development to strategic locations – along rapid transit corridors and within the primary transit area (policy 59_1).

Inclusionary Zoning policies and regulations may be an opportunity to support the provision of new affordable housing units, consistent with the PPS requirements for a range and mix of affordable housing to meet the community's needs. Inclusionary Zoning is also in conformity with the key directions and policies of the *London Plan*. Also, through the Provincial requirements that directs Inclusionary Zoning to designated Protected Major Transit Station Areas, inclusionary zoning will also assist with the implementation of the City Structure Plan and direct the highest intensity infill and redevelopment to strategic locations aligned with planned rapid transit routes.

1.5 Applicable Areas

In accordance with the *Planning Act*, policies to allow Inclusionary Zoning may be applied to either lands within the Protected Major Transit Station Area (PMTSA) designated in the *London Plan*, or in areas where a Community Planning Permit System (CPPS) is enacted.

The PMTSA is identified in Map 1 below, and includes the Downtown, Rapid Transit Corridor, and Transit Village Place Types of the *London Plan* (shown in green, purple, and grey, respectively).



Map 1: PMTSA

The Downtown, Rapid Transit Corridor, and Transit Village Place Types support the implementation of the *London Plan's* City Structure Plan, which directs high-intensity, mixed-use development to strategic locations (*London Plan* policy 59_1). These Place Types are intended to allow for intense, mixed-use neighbourhoods and business areas that support transit infrastructure and rapid transit ridership (*London Plan* policy 95_). As such, these Place Types permit the highest intensity and are generally expected to absorb some of the greatest levels of infill, intensification, and regeneration in the city.

A Community Planning Permit System (CPPS) may be established by a municipality to control land use development, in accordance with s. 70.2.2 of the *Planning Act*. The CPPS is an alternative land use regulation that includes zoning, but which may combine it with other planning tools, such as the site plan or minor variances processes. The City of London currently does not have a CPPS; however, a CPPS could be established for a specific area or city-wide. The City of London is currently engaging on the ReThink Zoning process, which will lead to the preparation of a new by-law to replace Zoning By-law Z.-1. A CPPS is an option that will be considered through ReThink Zoning.

2.0 PROVINCIAL REQUIREMENTS TO PASS INCLUSIONARY ZONING

As noted in the section 1.2, the legislation and regulations related to Inclusionary Zoning have changed since originally introduced by the Province of Ontario in 2016.

In order to introduce Inclusionary Zoning, the City must satisfy the following processes and requirements in accordance with the *Planning Act* and O. Reg. 232/18.

2.1 Planning Act

Planning Act requirements include:

- An official plan may contain Inclusionary Zoning policies for areas if they are designated PMTSA or where a CPPS is established. As such any amendment to implement inclusionary zoning regulations will also include policies to be added to the London Plan.
- The policies may authorize the inclusion of affordable housing units within buildings or projects containing other residential units and providing for the affordable units to be maintained as affordable over time.
- The policies shall include goals and objectives, and describe the measures proposed to attain the goals and objectives.
- The Inclusionary Zoning policies in the official plan must address the municipality's approach to the matters that will be prescribed in the IZ by-law, including the approach to:
 - Eligible development or redevelopment size, noting that municipalities are authorized to permit inclusionary zoning on buildings of 10 units or more;
 - The locations and areas where inclusionary zoning by-laws would apply;
 - The range of household incomes for which affordable housing units would be provided;
 - The range of housing types and sizes of units that would be authorized as affordable housing units;
 - The number of affordable units or gross floor area occupied by affordable units that would be required;
 - The "affordability period" for which the units would be maintained as affordable;
 - Approach to how measures and incentives would be determined;
 - Approach to how the price or rent of affordable units would be determined;
 - If affordable units are for ownership and to be sold, then the municipality may require a portion of the proceeds to be distributed to the City and must identify the approach to determining distribution of proceeds;

- Policies addressing the circumstances and conditions under which offsite units would be permitted, and how “proximity” to the market development would be defined;
- How the units will be monitored to ensure affordability is maintained.

2.2 Assessment Report

Before adopting the Inclusionary Zoning policies in the *London Plan*, an Assessment Report must be prepared to evaluate the city’s housing costs and the demand for affordable housing, as well as potential impact on market housing.

The Assessment Report must include:

- An analysis of demographics and population in the city;
- An analysis of household incomes in the city;
- An analysis of housing supply by housing type, both existing and planned for in the *London Plan*;
- An analysis of housing types and sizes of units that may be needed to meet anticipated demand for affordable housing;
- An analysis of current average market price and current average market rent for each housing type, taking into account location;
- A financial viability analysis that includes:
 - Consideration of Provincial policies for growth and official plan policies; and
 - Potential impact on the housing market including:
 - Value of land;
 - Cost of construction;
 - Market price;
 - Market rent; and
 - Housing demand and supply.

The financial viability analysis must be peer reviewed. A written opinion on the financial viability analysis must be provided by an independent professional who is qualified to do so.

The Assessment Report is required to be made available for public review and consultation, prior to the *London Plan* Amendment for IZ policies being adopted.

Inclusionary Zoning policies are not appealable to the Local Planning Appeal Tribunal (LPAT), except for an appeal by the Provincial Minister.

Once Inclusionary Zoning policies are approved, an Inclusionary Zoning by-law may be passed under s.34 (Zoning by-laws) of the *Planning Act* to provide further detail, implement, and regulate the Inclusionary Zoning policies

2.3 Inclusionary Zoning By-law

The Inclusionary Zoning By-law is required to regulate certain matters in order to specific eligible and exempt buildings, as well as direct the implementation of the Inclusionary Zoning policies.

The content of the Inclusionary Zoning By-law and its regulations is required to include

- The number of units or gross floor area that will be affordable and governed by the regulation.
- The length of time that the units will be maintained as affordable.
- Building, development, and/or unit standards and exemptions.
- Any associated measures or incentives.
- Establishment of affordable unit rental rates for rental units or affordable unit purchase prices for units to be sold.
- That agreements will be entered into by the landowners and municipality to ensure compliance with inclusionary zoning policies and by-law, and that those agreements shall be registered against the title of the land.
- All required matters as identified in O. Reg. 232/18.

No appeal to the LPAT is permitted for the conditions, requirements, or standards established in the Inclusionary Zoning by-law that implements the IZ policies.

Council may authorize that some or all of the required affordable units be constructed “off-site” on lands other than those subject to the development application for market residential units.

Council may not authorize the payment of cash-in-lieu of the required affordable housing units.

Future monitoring and update of the assessment report and by-law is required as well. Monitoring reports are required every two years after adoption of the by-law, and updates to the assessment report including the demographic, income and housing data are required every five years. Future monitoring and updates will require public engagement.

3.0 CONSULTATION

Inclusionary Zoning would require private development to deliver some affordable housing units as part of proposals for new residential units. As such, a consultation process must be undertaken which includes input from representatives of the development industry as well as community stakeholders and the public. Engagement with the development industry will occur throughout the Inclusionary Zoning review process, including during project initiation, during preparation of the assessment report and financial viability assessment, as well as during the development of Inclusionary

Zoning policies to be added to the *London Plan* and the subsequent preparation of new zoning by-law regulations.

Public consultation will be similarly undertaken through the inclusionary zoning review process.

It is anticipated that certain consultation may be required to be “virtual” in accordance with public health guidelines associated with the COVID-19 pandemic. Methods of consultation will follow all required City and public health protocols associated with COVID-19.

4.0 PROJECT MANAGEMENT

The Inclusionary Zoning Review will be a City Planning-led process. Assistance from other areas will include Homeless Prevention and Housing Services, Development Services, Development Finance, or others. Independent consultants will be retained to deliver the assessment report (including financial viability analysis), and the peer review as required by Provincial legislation.

5.0 PROJECT SCHEDULE

The project schedule for the Inclusionary Zoning Review shall contain the following milestones:

5.1 Preliminary Direction – Terms of Reference - Q1 2021

The initial report to Council will identify high-level project goals, approach, and expected schedule. The initial report will adopt the Terms of Reference to initiate the Inclusionary Zoning review. The adoption of this document sets out project process and scope.

5.2 Assessment Report: Hiring of Consultant – Q1 2021

Upon Council’s approval of Terms of Reference, Staff will prepare a Request for Proposals (RFP) to seek qualified economic and planning consulting firms to undertake the preparation of the assessment report, including the financial viability analysis. Procurement of the successful consultant, including evaluation of RFP submissions and establishing the contract will occur in Q1 2021. Preparation of the assessment report will include engagement with the development industry and public.

5.3 Draft Assessment Report – Data Collection, Analysis, Consultation – Q2-Q3 2021

Staff will manage the work of the consulting firm hired to prepare the assessment report. Required demographics, income, and housing need/supply data will be collected and compiled by the consultant. Staff will coordinate engagement with development and housing industry stakeholders during the data collection and analysis, including consultation on data for the financial viability analysis and impacts on market housing, as prescribed in the O. Reg 232/18.

Public and Stakeholder engagement will begin during this phase of the Inclusionary Zoning project and consultation opportunities will continue throughout. Methods of consultation will include in-person and/or video meetings and information meetings with interested parties as well as online engagement (e.g. through Get Involved London).

5.4 Draft Assessment Report to Council – Q3/Q4 2021

Following data collection, analysis, and initial industry consultations, Staff will bring forward the draft Assessment Report for Council's review. With Council's direction, the draft report will be circulated to stakeholders and made available for public review and comment.

5.5 Final Assessment Report Q1 2022

After considering the feedback received regarding the draft Assessment Report, a final Assessment Report, including Financial Viability Analysis, will be brought back to Council. The final assessment report will consider the public feedback received.

5.6 Peer Review of Assessment Report (Financial Viability) – Q1 2022

Upon Council's approval of the Assessment Report, Staff will coordinate a peer review of the financial viability analysis, in accordance with Provincial regulations.

5.7 London Plan and Zoning By-law Amendment – Q1-Q3 2022

The Staff report that accompanies the final Assessment Report will identify options for next steps, including potential considerations for London Plan and Zoning By-law amendments. If Council direction is that *Planning Act* applications be opened to consider potential London Plan Amendments and Zoning By-law Amendments, then the following milestones may also occur:

a) Draft London Plan Policies and Draft Regulations

Draft Inclusionary Zoning policies and Draft Regulations will be presented to the Planning and Environment Committee for Council's consideration. Draft policies will include the approach to authorizing inclusionary zoning, including the regulatory matters as informed by the Assessment Report.

Stakeholders and the public will be engaged in the preparation of the draft policies and implementing regulations. Upon receipt of feedback from stakeholders, the community and Council, a final Public Participation Meeting will be scheduled.

b) Public Participation Meeting for Amendments

Recommended policies for a London Plan Amendment and Zoning By-law Amendment will be presented to the Planning and Environment Committee. This meeting will fulfill the requirements of the statutory public meeting. Members of the public will be given an opportunity to ask questions or provide comments to the

Planning and Environment Committee before a decision is made on the proposed Inclusionary Zoning policies and regulations.

6.0 DELIVERABLES

The Inclusionary Zoning review process shall include the following elements:

- Assessment Report
 - An initial report, identifying goals and terms of reference for the review (target: Q1 2021);
 - An interim report, including the draft Assessment Report, draft financial viability analysis, and summary of stakeholder consultation to date (target: Q3 2021);
 - A final Assessment Report, including financial viability analysis and summary of feedback received on the draft Assessment Report (target: Q4 2021/Q1 2022).
 - A peer review of the Assessment Report (target: Q1 2022).
 - A recommendation report identifying next steps regarding an application for potential London Plan Amendments and Zoning By-law Amendments. Recommendations for next steps will be based on the findings of the Assessment Report and its financial analysis (target: Q1 2022).
- London Plan Amendment/ Zoning By-law Amendment (Q1-Q3 2022)
 - If an application for *London Plan* and Zoning Amendments is recommended as a result of the findings of the Assessment Report, then there will be two additional reports to Council:
 - The first will identify draft London Plan policies and draft Zoning regulations regarding the prescribed matters. It will be circulated for feedback; and,
 - Second, a staff recommendation report with final policies and by-laws to be considered at a statutory public participation meeting held before the Planning and Environment Committee.

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: East Village Holdings Limited 690, 696, 698, 700 King
Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street,
and 389, 391, 393 Hewitt Street
Public Participation Meeting**

Date: January 18, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of East Village Holdings Limited relating to the property located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 2, 2021 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 Bonus (B-32) Zone, and to change the zoning of the subject property **FROM** a Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-32) Zone and a Business District Commercial Special Provision (BDC(19)*D250*H46) Zone **TO** a holding Business District Commercial Special Provision Bonus (h*BDC(24)*D160*H36*B-32) Zone;

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality mixed-use commercial/residential apartment building, with a maximum height of 24 storeys (82m), and a maximum density of 750 units per hectare for the overall site, which substantively implements the Site Plan and Elevations attached as Schedule "1" for phase 3 to the amending by-law in return for the following facilities, services and matters:

1) Exceptional Building Design

- i) An active commercial ground floor design that divides the floor space along Dundas Street into multiple bays with separate and direct entrances to the sidewalk;
- ii) A minimum floor to ceiling height of 4.5m (15 ft) for the ground floor that is greater than the height of all other individual storeys, to activate the street and create a vibrant pedestrian realm;
- iii) The provision of a portion of the fifth floor roof as a landscaped outdoor amenity areas for residents;
- iv) A minimum step-back of 25m (82 ft) of the tower portion of the building from Dundas Street above the sixth storey;
- v) A slim tower floor plate of less than 1,075m² (11,571sq ft) for floors 7-24 to minimize the overall mass, visual impact and sunlight disruption of the tower;
- vi) Utilize changes in colour and material to visually break up the massing of the tower; and
- vii) Utilize building step-backs above the 22nd storey to define the building cap and completely conceal the mechanical and elevator penthouse within the overall architectural design.

- 2) Provision of a minimum of 393 parking spaces within two levels of underground parking and structured parking within the podium;
- 3) Provision of Affordable Housing

The provision of affordable housing shall consist of:

- A total of thirteen (13) residential dwelling units provided as nine (9) one bedroom units, and four (4) two-bedroom units;
- Two of the residential dwelling units shall be provided as accessible units, which may be the one or two bedroom units, or a combination thereof;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability shall be set at 30 years from the point of initial occupancy.

Executive Summary

Summary of Request

The requested amendment is to rezone the subject site for a mixed-use development with one apartment building of 24 storeys and a six storey podium containing ground floor commercial space. A total of 243 residential units are proposed with two levels of parking underground and structured parking located above the ground floor in the podium.

Purpose and the Effect of Recommended Action

The recommended amendment will allow the addition of a site-specific bonus zone to permit the new mixed use, commercial/residential building, and retain the Business District Commercial zone. The recommended by-law will amend and update the bonus zone for the entire parcel to permit the greater height and density in exchange for the provision of bonusable features such as affordable housing, underground parking and enhanced urban design.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020 which promotes intensification, redevelopment and a compact form in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents, and by promoting a land use pattern, density and a mix of uses that serve to minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes;
2. The recommended amendment conforms to the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan that promotes the continued revitalization of the area;
3. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
4. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the objectives of the Old East Village Main Street Commercial Corridor policies which encourages redevelopment in The Village Annex segments of the Main Street Commercial Corridor;
5. The recommended amendment will facilitate an enhanced form of development in accordance with the Old East Village Commercial Corridor Urban Design Manual which includes an architecturally defined base, middle and top with the base serving to frame the pedestrian realm at a human-scale; and,
6. The recommended amendment is appropriate for the site and surrounding

context and will assist with the continued improvement and revitalization of the broader Old East Village.

Linkage to the Council Strategic Plan

The proposed development contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The development is well-located within a strategic location for growth and intensification along a main street corridor, with good access to local services, amenities, public transit and active transit. The proposed development fits within and enhances the surrounding community through the implementation of the urban design manual for Dundas Street. The affordable housing units provided as part of the bonus zone increase the provision of local housing options and add to the affordable housing stock.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is a portion of a larger landholding located at the corner of Hewitt Street and Dundas Street in the Old East Village. The remainder of the larger landholding has frontage on King Street and Lyle Street and includes lands that have already been developed. There is a 24-storey, 325 unit apartment building located at the intersection of King and Hewitt Street and a 21-storey, 292 unit apartment building located mid-block along King Street. There is a 21-storey, 299 unit apartment building located at the corner of Lyle Street and King Street.

The subject site currently consists of vacant lands used for parking, and buildings used for a variety of commercial uses such as a taxi dispatch, restaurant uses and residential uses. The existing buildings are proposed to be demolished to allow for the new development.

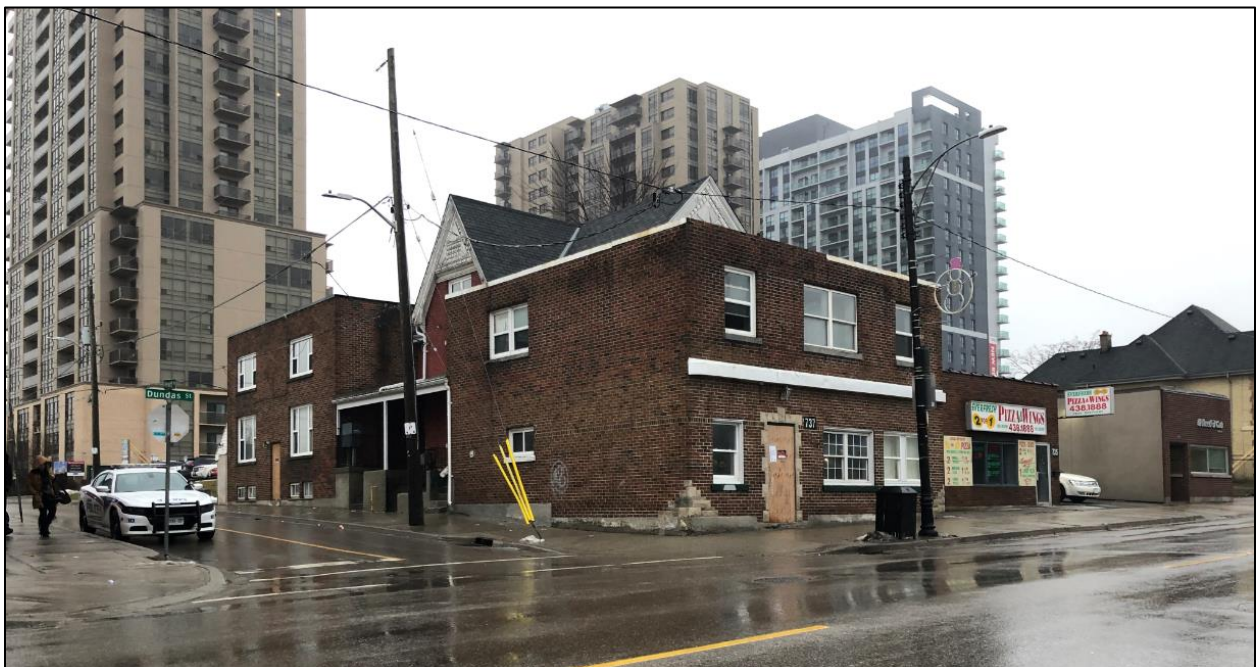


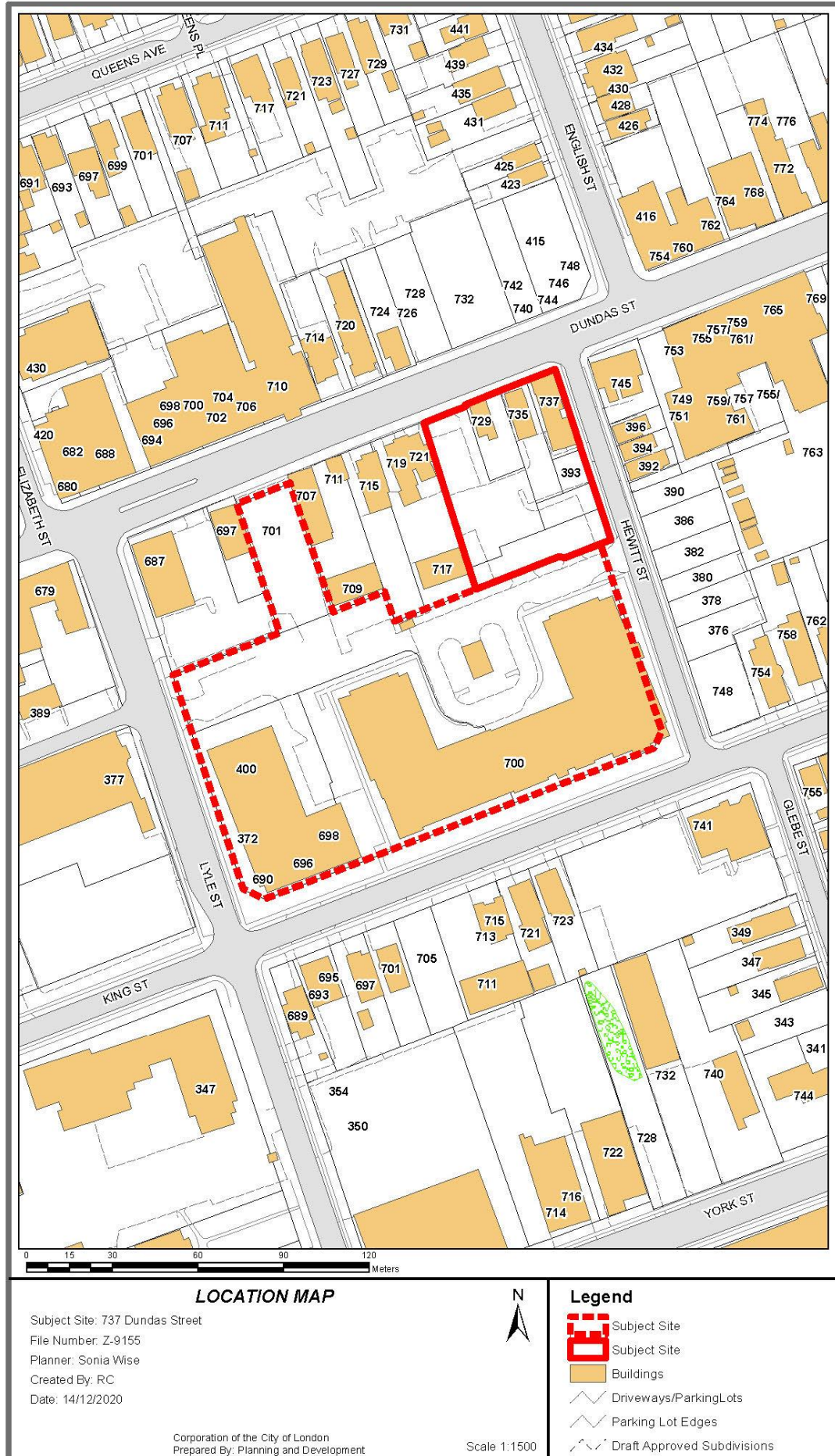
Figure 1: View of subject site looking southwest

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

- Old East Village Dundas Street Corridor Secondary Plan – Old East Village Core and King Street Character Areas
- The London Plan Place Type – Rapid Transit Corridor Place Type - Old East Village Segment
- Official Plan Designation – Main Street Commercial Corridor – Special Policy: Old East Corridor – The Village Annex

- Existing Zoning – Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-32) Zone and a Business District Commercial Special Provision (BDC(19)*D250*H46) Zone

1.3 Location Map



1.4 Site Characteristics

- Current Land Use – Mixed commercial and residential uses
- Frontage – subject site – 33.9m (111 ft), entire land holding along Dundas Street 49.4m (162 ft)
- Depth – varies
- Area – subject site – 0.303ha, entire land holding – 1.653ha
- Shape – irregular

1.5 Surrounding Land Uses

- North – commercial and mixed uses
- East – parking lot and mixed uses
- South – residential and mixed uses
- West – commercial and mixed use

1.6 Intensification

- 243 proposed residential units represents intensification within the Built-area Boundary and Primary Transit Area

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development is for a mixed-use building with a total height of 24 storeys and ground floor commercial and retail uses. There are 243 dwelling units proposed as a mix of bachelor, one bedroom, and two bedroom units. Parking is provided through two (2) levels underground accessed from the internal drive, and as structured parking on levels 2-5 within the podium accessed from Hewitt Street, for a total of 393 spaces. The structured parking in the podium is wrapped with residential units along Dundas Street, and located above the ground floor commercial uses.

The requested amendment is for a site-specific bonus zone to allow for the greater height of 24 storeys, and an increased density of 710 units per hectare. A portion of the site is under the same zoning as the existing residential apartment buildings known as 'Revo' which is associated with the completed built form on the larger site. There is currently one bonus zone that applies to the entire land holding and is recommended to be amended and updated to recognize both the new portion of the site that is changing, as well as the overall bonus zone that is existing.



Figure 2: Proposed Design (Revised version)

2.2 Initial Proposal

The initial design consisted of a 24 storey apartment building with 278 dwelling units in a development form that had a more pronounced 'L' shape closer to Dundas Street. There were 259 parking spaces proposed through the three storey podium and underground parking. Commercial uses were proposed on the ground floor and there was an overall density of 750 units per hectare.

The development form and initial design was revised during the application review through consideration of comments from staff, the public, and the Urban Design Peer Review Panel.



Figure 3: Initial (Superseded) Design

3.0 Relevant Background

3.1 Planning History

Old East Village Revitalization

In 2003, the plan 'Re-establishing Value: A Plan for the Old East Village' was created as an initiative to revitalize the Old East Village Corridor. It was developed by the Planners Action Team (PACT) through the Ontario Professional Planners Institute (OPPI) to address underlying issues impacting the corridor, and contained specific recommendations to improve the corridor. Priorities were identified in the PACT report which were further implemented through the Community Improvement Plan and other municipal processes.

The Old East Village Community Improvement Plan (CIP) was established in 2004 to provide the context for a coordinated municipal effort to improve the physical, economic and social climate of the Old East Village as implemented through application OZ-6749. The focus was to improve private investment, property maintenance, renewal and desirability of the Old East Corridor and included a suite of financial incentives. In 2005, Council approved an expansion to the CIP project area to include properties on the north side of Dundas Street from Quebec Street to Charlotte Street. In 2008, the boundary of the CIP was expanded to include the balance of the subject site as only 701 Dundas Street was included in the CIP boundary previously. Expanding the

boundary for the additional lands was based on the rationale that “development of this parcel alone represents an excellent opportunity and would not require a lengthy land assembly process” (O-7500 p.9).

The Old East Village Commercial Corridor Urban Design Manual (OEVCC UDM) was created in 2016, and recognizes that the Old East Village is an important area in London’s history and future. The design manual is intended to guide new development, renovation, and restoration in a way that aligns the vision established for the area and the Community Improvement Plan. The goal of the manual is to provide a basis for promoting high quality design that will complement the existing area.

Subject Site

In 2008, the subject site consisted of lands along King Street and Hewitt Street with some lands extending to Dundas Street. It was rezoned through application Z-7518 to permit the development of two apartment buildings with a maximum height of 80m (24 storeys) and a density of 450 units per hectare, known as phase 1.

In 2015, additional lands were added to the subject site at the corner of Lyle Street and King Street. A third tower of 21 storeys and a maximum density of 600 units per hectare was approved by application Z-8543 through a site specific bonus zone, known as phase 2.

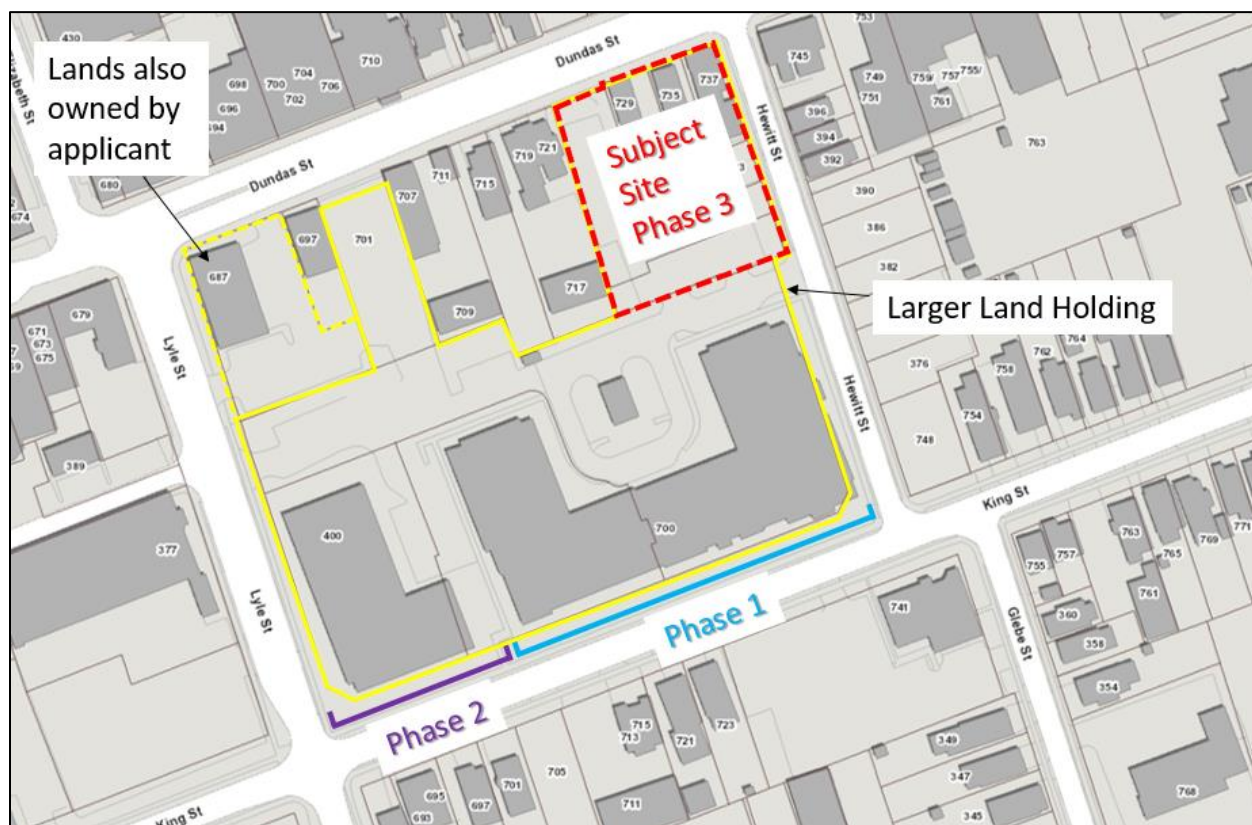


Figure 4: Land Holdings

The subject site under consideration through this application includes additional properties at the corner of Dundas Street and Hewitt Street that were previously not included in the land holdings, which is known as phase 3.

3.2 Requested Amendment

The requested amendment is for a site specific bonus zone to allow for the proposed mixed use development, and to update the existing bonus zone. The existing Business District Commercial zone specifies the base height and density, and is proposed to be maintained. The bonus zone request will allow for the specific proposal in exchange for the delivery of such bonusable features as outlined further through the body of the report.

3.3 Community Engagement (see more detail in Appendix B)

A Notice of Application was circulated on December 11, 2019 and a Community Information Meeting was held on February 12, 2020 at the Palace Theatre. A high-level summary of the comments received during the application review process include the following:

- Suggested improvements and changes to the building design for: the street level, podium, tower height, the corner treatment, building step-backs, massing, architectural details, shadow impacts, materials, appearance, amenity areas, landscaping, style, access to sunlight, compatibility with adjacent building, interruptions to nearby businesses;
- Support for urban renewal through additional population, modern look of building, proposed height, and new commercial space;
- Concern for current parking scenario, negative impacts on neighbouring parking areas, high vehicle ownership, use of surface parking lots, future commercial parking, winter access to parking areas;
- Bonusing for affordable housing, three bedroom units and accessible units;
- Concern with the anticipated population and how schools and services will support additional people;
- Adequate bicycle parking, separate areas for cyclists, walkway to Dundas for Pedestrians.

More detail and the community comments received is available in Appendix B.

3.4 Policy Context (see more detail in Appendix C)

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 Rapid Transit Corridor Place Type and within the Old East Village Main Street segment. Mixed-use buildings are encouraged which may permit a range of residential, retail, service, office, cultural and recreational uses. The scale of development within a Rapid Transit Corridor is generally between 2-12 storeys, with bonusing up to 16 storeys where in proximity to a rapid transit station.

1989 Official Plan

The subject site is designated Main Street Commercial Corridor (MSCC) in the 1989 Official Plan, which takes the form of long established, pedestrian-oriented business or mixed-use districts. The site is also located within the Old East Village Special Policy Corridor, which extends from Adelaide Street North to Charlotte Street along Dundas Street. The Special Policy recognizes that the corridor is not homogeneous and contains further guidance for development in the Old East Village. The existing conditions and future goals for the corridor differ from district to district, and area-specific policies have been established for four separate segments along the corridor including: the Village Core (Adelaide to Lyle), the Village Annex (Village Core east to Rectory) where the subject site is location, the Entertainment and Recreation District (the Western Fair) and the Area of Transition and Redevelopment (Village Annex east to Charlotte).

Old East Village Dundas Street Corridor Secondary Plan

Both The London Plan and the 1989 Official Plan recognize 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 East Village Dundas Street Corridor Secondary Plan (OEVDSC) 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 & 1558*). The subject site is within the Old East Village Core and King Street character areas. 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.

4.0 Key Issues and Considerations

4.1 Location

Provincial Policy Statement, 2020

Long-term economic prosperity in the PPS is supported by maintaining and enhancing the vitality and viability of downtowns and mainstreets (1.7.1. d) PPS). The proposal will develop a key site within the Old East Village Main Street, which will positively enhance the vitality of the area as a whole.

Old East Village Dundas Street Corridor Secondary Plan

The Old East Village Dundas Street Corridor Secondary Plan (OEVDSC) was approved by Council in June of 2019 to build on the ongoing efforts to revitalize the community, integrate transit and cycling infrastructure, and balance development pressures and public realm priorities. The site is located within two character areas; with the northern (subject) portion of the site fronting Dundas Street within the Old East Village Core character area, and the southern (previously developed) portion of the site within the King Street character area. The proposed development phase is within a location described as the ‘heart’ of Old East Village and the anchor for the overall Secondary Plan area. The vision for the Old East Village Core character area is for a “vibrant pedestrian-oriented district with a broad range of commercial uses” (2.3, OEVDSC).

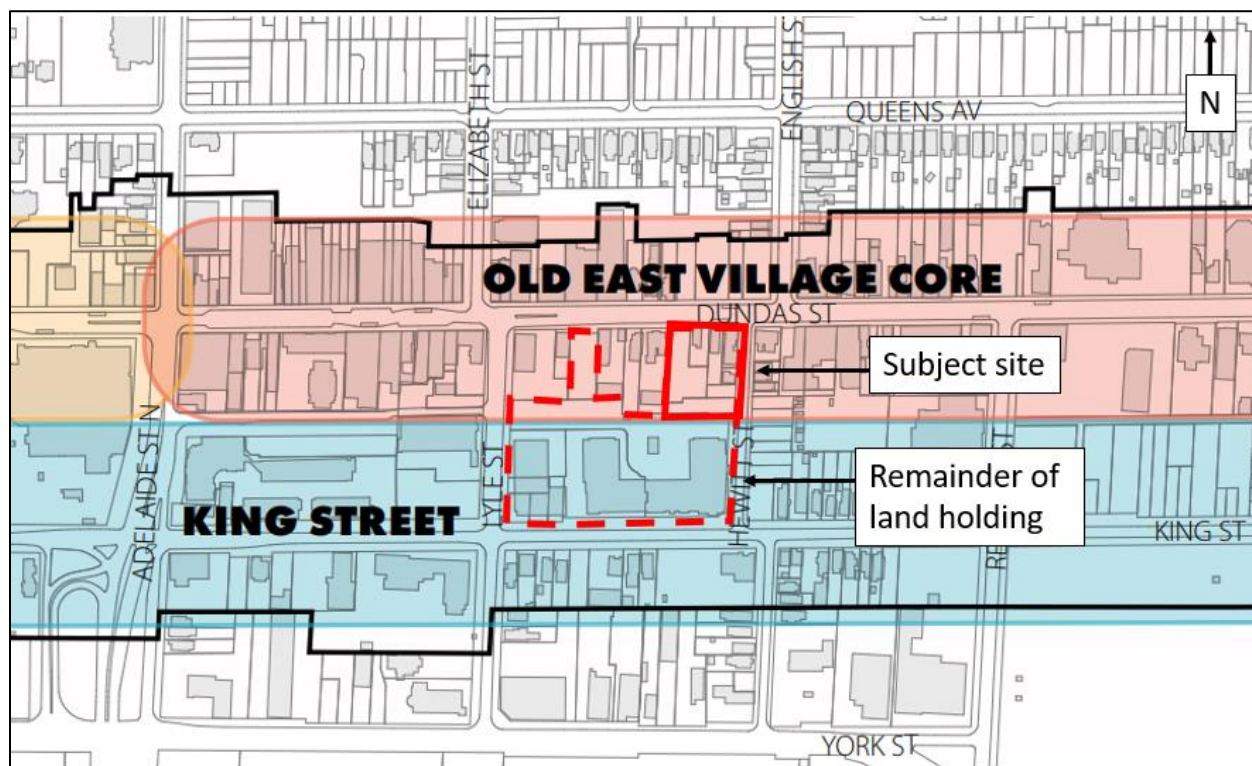


Figure 5: Old East Village Dundas Street Corridor Secondary Plan

The London Plan

The London Plan directs infill and intensification to strategic locations to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in

the city (92_2). The subject site is centrally located and well within both boundaries which provides high connectivity and convenient access to transit.

The subject site is located within the Old East Village Main Street segment of the Rapid Transit Corridor Place Type, which is a place type that connects the Downtown to the Transit Villages. The Old East Village segment was historically developed for pedestrian-oriented shopping or commercial activity for residents to meet their daily needs (845, TLP). To continue to support the pedestrian nature, these areas will be street-oriented with a broad range of uses at a walkable scale (845, TLP). The ground floor commercial uses proposed will provide for the shopping needs of residents and prioritize pedestrian movement. The redevelopment of the site will positively enhance the corridor and frame the east gateway into the downtown.

1989 Official Plan

The subject site is located within the Village Annex segment of the Old East Village Corridor Specific Main Street Commercial Corridor policies (4.4.1.13.2, OP). This area historically served as a commercial focal point for the surrounding neighbourhood which was the former Town of East London. The 1989 Official Plan recognizes that the role of this corridor has diminished since the 1980's, but the intent is to encourage its revitalization (4.4.1.13.2, OP). The Village Annex segment is currently characterized as an interrupted commercial streetscape, interspersed with residential buildings, parking lots and non-commercial uses (4.4.1.13.2.ii, OP). The intent of the Village Annex is to serve as a pedestrian connector linking the Village Core and the Entertainment and Recreation Zone, which is to be achieved through the restriction of parking facilities along Dundas Street, the preservation of key heritage buildings, and sensitive infill development such as the recommended mixed-use development (4.4.1.13.2.ii, OP).

4.2 Use

Provincial Policy Statement, 2020

The PPS promotes healthy, livable and safe communities by accommodating an appropriate range and mix of residential, employment, and other uses to meet long term needs (1.1.1 b) PPS). The proposal provides for a mix of residential and commercial uses which are suitable and encouraged in the main street location along Dundas Street. The PPS also promotes the provision of an appropriate mix of affordable and market-based residential types, which is achieved by the provision of affordable housing units that form part of the bonus zone.

Old East Village Dundas Street Corridor Secondary Plan

Land uses within the Old East Village Core character area include a broad range of residential, retail, service, office, cultural, recreational, and institutional uses (3.2, OEVDSC). There are a variety of commercial, retail and service uses available through the recommended zoning that will provide a strong commercial presence and broaden the local shopping options for residents and visitors. The section of Dundas Street between Adelaide Street North and Burbrook Place is required to provide street-oriented active uses on the ground floor for the majority of the Dundas Street frontage (Schedule 2). The proposed building has mixed commercial, retail and service uses located along Dundas Street which creates activity at the street level.

Mixed-use buildings are encouraged as the preferred form of development within the secondary plan area (3.2.a) OEVDSC). Above the ground floor commercial uses, there are 243 residential units proposed that creates a mixed-use form. The residential component extends the hours of activation, creates passive surveillance and provides housing variety and an increased residential population that will support local businesses.

Accessible, affordable and quality housing options are a necessary component of a city that people want to live and invest in. A 25% affordable housing target should be achieved within the Secondary Plan area through a mix of housing types and sizes

(3.9.a, OEVDSC). The proposed development is incorporating affordable housing units as part of the requested bonus zone which will require entering into an agreement with the Housing Development Corporation (HDC). The bonus zone will provide 13 residential units at a rate of 80% of the Average Market Rent for a term of 30 years. There are nine (9) one-bedroom units and four (4) two-bedroom units, two of which are required to be accessible units, in return for the greater height and density which will be provided through the proposed development or existing units within the earlier phases of development on the larger land holdings.

The London Plan

The Rapid Transit and Urban Corridors contemplate a range of residential, retail, service, office, cultural, recreational and institutional uses (837.1, TLP). Mixed-use buildings such as the proposed development are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor. The Old East Village Main Street segment allows for a broad range of uses in order to support a walkable neighbourhood scale that caters to providing shopping and commercial options (845, TLP). The uses proposed in the Business District Commercial zone are appropriate for the main street location, provide for a diverse range of retail, service and commercial options and offer flexibility for future operators.

The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (830.11). The recommended amendment will result in the provision of 13 affordable housing units as part of the bonusable provisions which will be implemented through an agreement with the City of London.

1989 Official Plan

The Main Street Commercial Corridor similarly allows a broad range of uses including 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, day care centres, correctional and supervised residences and residential uses (4.4.1.4, OP). The ground floor along Dundas Street is proposed to be used for a variety of commercial uses, through the existing Business District Commercial Zone and no additional uses are being sought through the requested amendment.

Residential uses combined with commercial uses will be encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas to support day to night activities beyond traditional work hours (4.4.1.8, OP). The residential uses are proposed in the tower portion as well as above the ground floor, which will provide additional population and activity directly on the corridor. The Village Annex sub-precinct policies similarly encourage new development to facilitate a continuous building streetscape with active frontages (4.4.1.13.2.ii, OP). The proposed building will include a variety of commercial uses on the ground floor that is currently used for surface parking, commercial and residential uses. Parking facilities with a Dundas Street orientation are restricted and the surface parking that forms part of the subject site at 701 Dundas Street will be required to remove the parking within 15m setback of the street and provide landscaping (temporarily) until that part of the site is developed with a building (4.4.1.13.ii, OP).

4.3 Intensity

Provincial Policy Statement, 2020

The PPS promotes cost-effective development patterns and standards to minimize land consumption and servicing costs, and encourages settlement areas to be the main focus of growth and development (1.1.3). The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and

infrastructure planning to achieve cost-effective development patterns and optimize transit investments (1.1.1.e). The site is well-located to support higher intensities which will benefit from proximity to existing services, future transit and nearby transit villages and institutions. A holding provision is proposed to ensure there is adequate sanitary servicing capacity available prior to site development.

Old East Village Dundas Street Corridor Secondary Plan

The secondary plan strives to provide a mix of housing types and integrated mixed-use developments, and a mix of housing forms and densities (3.9.e) OEVDSC). The Secondary Plan area is currently highly accessible by transit which informs the intensification and built form policies to encourage transit-oriented development (3.6.3, OEVDSC). The overall density for the entire site with the proposed phase 3 development is 710 units per hectare which represents one of the most intensive blocks in the character area. The zoning permission will allow a greater density of 750 units per hectare to provide some development potential for the vacant portion of the site at 701 Dundas Street to develop without the need for a future zoning amendment application. The site is appropriately located within the village core to support the higher intensity where there is good connectivity, accessibility and convenient transit services nearby.

The London Plan

The London Plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact City (59_3). The subject site is an under-utilized parcel within a prominent location on a main street and in proximity to future rapid transit services. This objective is consistently echoed in the various policy and guideline documents to provide and support opportunities for the redevelopment of vacant or underutilized properties, and to strengthen the existing corridor. Buildings within the Old East Village Main Street segment are contemplated at greater heights and intensities to foster the revitalization and continues improvement of the existing commercial district.

1989 Official Plan

Residential densities within mixed-use buildings in a Main Street Commercial Corridor Designation should be consistent with the densities allowed in the Multi-Family, High Density Residential designation, which allows for a scale of development up to 150 units per hectare outside of central London (3.4.3. OP) Proposals to allow for higher densities than would normally be permitted may be considered through a site specific bonus zone, such as the requested amendment for the subject site.

4.4 Form

Provincial Policy Statement, 2020

Built design is emphasized in the PPS by “encouraging a sense of place by promoting well-designed built form” (1.7.1 e) PPS). The proposal represents an attractive and appropriate built form for a property fronting on the important Dundas Street Corridor in the Old East Village.

Old East Village Dundas Street Corridor Secondary Plan

High and mid-rise buildings should be designed to express three defined components with a base, middle and top (3.3.2.h) OEVDSC). The proposed development has a podium along Dundas Street, with a step-back to the middle portion of the tower and a further step-back above the 22nd storey to provide a slight differentiation at the top. Schedule 3 identifies permitted heights in the secondary plan, and allows for up to high-rise forms for the Old East Village Core Character Area. Heights exceeding the established maximum of 12 storeys up to 24 storeys may be permitted through a site-specific bonus zone, where it can be demonstrated that significant measures are put in place to support or mitigate this additional height or density (3.3.1.g, OEVDSC). The proposed built form is 78m or 24 storeys which is consistent with the maximum

contemplated. The increased height is in an appropriate location and form, and the associated increase in units will help support the continued revitalization of the Old East Village. The site-specific bonus zone also allows for the increased height and density in return for the provision of bonusable features such as enhanced design, underground parking and the provision of affordable housing units. In addition to the general built form policies of the Old East Village Dundas Street Corridor Secondary Plan, there are specific policies for high-rise form (3.3.4, OEVDSC).

Base

The podium or base, of a high-rise building shall be designed to support a pedestrian-scaled environment at street level (3.3.4.a) OEVDSC). In The London Plan, podiums of taller buildings will be a minimum of either two storeys or 8m in height (847_2). The podium is six (6) storeys along the street edge, with a step-back after the fourth storey for the fifth and sixth levels to provide a human scale interface along Dundas Street and greater separation of the tower portion from the street. The base should include windows with transparent glass, awnings, lighting and the use of materials that reinforce a human scale (3.3.2.h) OEVDSC). The commercial units have generous clear glazing proposed and the base of the building is composed of brick which differentiates the podium material from the tower component. Façade elements facing Dundas Street will be designed to support the existing character along the Dundas Corridor including such elements as: entryways and doors, windows, window bases, sign band and signage, awnings and lighting (3.3.2.k) OEVDSC). The Dundas Street façade is well articulated and activated with the design elements to establish the commercial presence on the ground floor. The commercial and retail units along the ground floor are broken up into separate bays reminiscent of the character of other commercial units along the street, and have separate and direct entrances to Dundas Street which caters to pedestrians.



Figure 6: Dundas Street Ground Floor

All development fronting onto Dundas Street should be consistent with the Old East Village Commercial Corridor Urban Design Manual (OEVCCUDM) to coordinate the façade and built form with the existing character of Dundas Street (3.3.2.m). The proposed built form implements the principles and many of the preferred features contained within the OEVCCUDM to promote high quality design that aligns with the vision established for the area. The base of the building fits into the local context through the size of the podium, the materials used and the design rhythm. The base displays creativity and uniqueness in the details while complementing the surroundings. The building is well defined with visually distinctive elements of the top, middle and base, which are provided at a human-scale (OEVCCUDM, 1.1).

Corner buildings should be designed with the primary building entrances fronting onto the higher order street (3.3.2.g) OEVDSC). The corner of the building at the intersection of Dundas Street and Hewitt Street provides an access to the podium units that has a lobby entrance oriented to the corner which provides activation and interest for this space.



Figure 7: Corner entrance treatment: Hewitt and Dundas intersection

Middle

The middle should be visually cohesive with, but distinct from, the base and top (3.3.2.h, OEVDSC). The middle of the building is the tower portion which is set back from the podium, and has a change in materials from the base to create interest and distinction. A minimum step-back of 5m is required at the second, third or fourth storey along public rights-of-way to mitigate downward wind shear and to minimize the visual impact of the building at street level (3.3.4.b, OEVDSC). There is a step-back of 9.5m from the street edge above the fourth storey, and a total of 26m from the street edge of the podium to the tower portion of the development, which enhances the existing character at street level and minimizes the visual impact of the total height for pedestrians along Dundas Street. The Hewitt Street built form is articulated with a 2.2m – 5m setback above the podium at street level to the tower which differentiates the middle from the base.



Figure 8: Rendering of development – view south

High-rise buildings should be designed with slender towers that have floor plates of approximately 1,000 square metres or less (3.3.4.c, OEVDSC). The tower floor plate is 1,072m² which is generally in keeping with the intent of the policy to reduce shadow impacts, minimize the obstruction of views, and reduce the massing of the building. Towers shall not have any blank facades, and the tower portion of the building is well activated with balconies and windows and does not contain any blank walls (3.3.4.d, OEVDSC).

High rise buildings should have a minimum separation distance of 30m between towers to minimize the impacts of shadowing and loss of sunlight on surrounding streets and nearby properties, and to ensure natural light and a reasonable level of privacy are provided to the occupants (3.3.4.f, OEVDSC). The closest tower to the subject site is to the south at the corner of King Street and Hewitt Street, which is located approximately 25m from the proposed development which provides adequate separation for privacy, sunlight, and air flow keeping with the intended purpose of the policy.

Towers of high-rise buildings should be setback a minimum distance of 15m from the interior property lines to protect opportunities for future high-rise developments on adjacent sites (3.3.4.g, OEVDSC). The site is located on a corner which has an exterior side yard along Hewitt Street that provides separation to the site. There is an interior side yard to the west which is a heritage designated building and an unlikely candidate for redevelopment. The tower portion is set well back from Dundas Street where the heritage building is located.

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (3.3.2.h, OEVDSC). The mechanical penthouse has been accommodated in the architecture of the top of the building and is not visible from the street. The top portions of the tower shall be articulated through the use of a small setback, difference in articulation, or the use of an architectural feature (3.3.4.e, OEVDSC). The top portion of the tower has been differentiated by the middle portion of the tower through the use of setbacks after the 22nd floor to create a differentiated cap.



Figure 9: View of building top

1989 Official Plan

Development within the Old East Village Main Street Commercial Corridor is encouraged where it maintains the scale, setback and character of the existing uses, and achieves higher densities and mixed-use developments (4.4.1.1 ii, iv, OP). The proposed development is consistent with the existing scale and character of the built form in the area and provides a compatible infill development. The building is

appropriately oriented to the main street, and there is a sensitive transition in building height to the adjacent buildings.

4.5 Bonusing

Old East Village Dundas Street Corridor Secondary Plan

Bonus zoning may authorize increases in the height and density of development beyond what is otherwise permitted in return for the provision of such facilities, services or matters set out in the bonus zone (3.4.a, OEVDSC). Planning tools such as bonusing and incentives will be used to support the provision of affordable housing where they are available (3.9.b, OEVDSC). The requested amendment is for a site-specific bonus zone to reach the greater height of 24 storeys which provides an opportunity to secure the affordable housing units. The Housing Development Corporation (HDC) has advised there is a need for affordable housing units and has recommended the bonus zone provide thirteen (13) affordable residential units with nine (9) one bedroom units, and four (4) two-bedroom units at 80% of the Average Market Rent for a duration of 30 years. These units may be provided through the proposed development phase, or through other units on the larger land holding that are existing and can provide immediate solutions for affordable housing in the area. The recommended bonus zone is based on the provision of: enhanced design, underground parking and affordable housing which are appropriate for the area and commensurate with the requested increase in building height.

4.6 Mobility

Pedestrian

The core of Old East Village is intended to be provided as a pedestrian-supportive environment, with pedestrian connectivity, safety and comfort prioritized in design (3.6.1. OEVDSC). Generous sidewalk widths, attractive paving, plantings and street lighting will be provided through the infrastructure renewal project and civic works planned along Dundas Street for 2020-2021. The site has direct access to the Dundas mainstreet and pedestrian thoroughfare, which is addressed and enhanced by the overall building and specifically the podium at street level. The location of the residential lobby entrance and commercial doors directly to the street will encourage pedestrian movements and contribute to the activity of the street. A pedestrian connection on the vacant portion of the site addressed as 701 Dundas Street will provide a mid-block connection to encourage pedestrian movements and permeability.

Cycling

The Old East Village is well-connected to the downtown and other central neighbourhoods which makes cycling an attractive and viable mode of transportation that should be promoted and encouraged. Cycling infrastructure upgrades are planned for Dundas Street and Queens Avenue to provide for improved cycling comfort and connectivity, including a recently completed portion on Dundas Street to the east of Hewitt Street. In this location, Dundas Street is planned to have separated eastbound cycle lanes before becoming two-way at Quebec Street. Cycling within the Secondary Plan Area will be further supported by providing cycling facilities such as bicycle parking and repair stations (3.6.2.b, OEVDSC). The Z.-1 Zoning By-law requires a minimum of 185 secure bicycle parking spaces for phase 3, which are provided.

Transit

The area is well-serviced by existing transit, with routes 2, 20, and 94 directly accessible from Dundas Street, providing services to Fanshawe College and Argyle Mall in the east and the Downtown, Beaverbrook Avenue, and the Natural Science Museum in the west. Additional routes in the area are accessible within a 5 minute walk (400m) including routes 16 and 92 along Adelaide Street providing service to Victoria Hospital in the south and Masonville Mall in the north, and route 7 along York Street providing access

to Argyle Mall and Westmount Mall. There are local bus routes along Dundas Street, Adelaide Street North and Quebec Street that currently service the area.

Rapid Transit

Rapid Transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street from Ontario Street eastward to Oxford Street (3.6.3, OEVDSC). The London Bus Rapid Transit (BRT) system includes new infrastructure and service design improvements that will transform how public transit service is delivered. BRT will improve travel time performance, increase passenger capacity of the transit network and improve the quality of service for passengers. This will be achieved by: higher service frequency along the BRT corridors, higher operating speeds, limited stops along the BRT corridors, transit priority measures, high capacity buses, enhanced passenger stations and enhanced local feeder services. The proposed development supports the efficient use of land with proximity to the planned infrastructure and will benefit from the enhanced services and frequency along the corridor.

Parking

The existing development phases on-site include three apartment buildings with heights of 21 storeys and 24 storeys. There are a total of 916 residential units currently, with 573 parking spaces which equates to 0.63 parking spaces per unit. A portion of the subject site is within Parking Area 1 which does not have a minimum amount of parking required for residential uses to allow for flexibility and market demand to determine the parking amount. This is the same standard as the downtown area where residential uses do not require a minimum number of parking spaces as there is a high connectivity and alternative modes of transportation to private vehicle ownership.

The existing parking situation has an increased demand for parking spaces than what is currently available. This has resulted in a number of properties in the surrounding area along Hewitt Street and King Street being acquired and having their buildings demolished by the applicant to provide for surface parking solutions surrounding the site to meet the demand by the residents. This has resulted in a loss of residential amenity and character of streetscapes on the subject site and in the surrounding area, along Dundas Street, Hewitt Street, and King Street, which has changed the nature of those sites into automobile-dominated surface parking lots. Surface parking is not permitted within the main street area given the negative impacts of the use on streetscape amenity, lack of activity and diminished opportunities for revitalization. The lots were not legally established and are not permitted to be used for surface parking lots as-of-right on the majority of the lands. Any consideration of the use of the lands for surface parking will be through a future and separate planning application to evaluate the merits and determine the appropriateness of the temporary parking off-site.

The parking area at 701 Dundas Street forms part of the subject lands and is addressed through this zoning application and future site plan development phase. Parking is not permitted within 15m of Dundas Street, and will be removed and converted into landscape open space, until such time as 701 Dundas Street is developed by a building. The landscaped area proposed will be provided as a temporary measure to improve the streetscape along Dundas Street in the interim. The long-term intent will be for 701 Dundas Street to be a development site to ensure the streetscape in this important main street is continuous and uninterrupted.

The revised design is for a reduced number of residential units and an increased number of parking spaces to increase the ratio of parking spaces per unit to address the current and future parking demand. There are 243 residential units with 393 parking spaces proposed, which equates to 1.6 parking spaces per unit for phase 3 which provides a surplus that can be used by residents in phases 1 and 2. Overall, there will be a total of 1,168 residential units, and 938 parking spaces which increases the overall provision of parking spaces from a rate of 0.63 to 0.80 spaces per unit. The proposed development will provide additional parking to meet the existing demand, and is also

located on a future rapid transit corridor along King Street that will provide a convenient alternative to personal vehicle trips.

The Secondary Plan also considers the needs of new and existing commercial uses in the area through the continued provision of on-street parking and loading spaces. There are existing municipal parking lots located to the north of Dundas Street which provide an important resource to support patronage for the area businesses. Pedestrian and vehicle access to existing municipal parking lots will be improved through municipal and private redevelopments (3.6.4 b, OEVDSC). Parking for the proposed commercial uses is provided within the building, and customers can take advantage of on-street metered parking as well.

4.7 Heritage

The proposed development is located adjacent to a heritage designated property at 717-719 Dundas Street to the west. New development within the Old East Village Core Area should be harmonious with the existing character, rhythm, and massing of the current built form, and have materials that are sympathetic to the character of the existing structures, cultural heritage resources, and the street (OEVCUDM, 2.3). A Heritage Impact Assessment was prepared to assess the impact of the development on the adjacent heritage property which is currently used as an office. The study and the proposed development was also considered by Heritage staff as well as the London Advisory Committee on Heritage (LACH) on January 8, 2020. The LACH stated that it is satisfied with the research, assessment and conclusion of the HIA for the properties located at 719-737 Dundas Street. Heritage staff concluded that the HIA is sufficient to fulfill the heritage component and that mitigative measures outlined in the HIA should be followed.



Figure 10: View of built form and adjacent heritage buildings

The Old East Village Commercial Corridor Urban Design Manual directs that new buildings should be located in line with the existing built line in order to maintain visual continuity and spatial enclosure of the street (2.1.a, OEVCUDM). The site is located at the corner of Dundas Street and Hewitt Street, and the heritage designated property to the west forms the extent of the built streetwall. The proposed development has provided a step-back of the podium at the west property boundary where it is adjacent to the heritage building at 717-719 Dundas Street. The step-back reduces the massing of the proposed building on the heritage building and provides enhanced separation without resulting in a gap in the built street edge.

Design and building materials of new structures will be in keeping with, and supportive

of the form and character of the main street segment. It is important to recognize that this policy is intended to support character, but not limit architectural styles. A variety of architectural styles could successfully integrate and fit within the context of the Main Street segment if designed appropriately (848_2). The base materials are proposed to be brick which relates well to the adjacent heritage building and is reminiscent of the materials used in the corridor overall.

4.8 Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The proposed development supports the City's commitment to reducing and mitigating climate change by providing compact development forms that will encourage land use intensification and 'inward and upward' residential growth at an appropriate location. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encouragement of active transportation options. The recommended amendment will support an efficient use of existing urban lands, infrastructure and transit and support the regeneration of the Old East Village to reduce the demand for sprawl.

More information and detail is available in the Appendices of this report.

Conclusion

The Old East Village has long been the focus of many revitalization studies and community improvement initiatives. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Old East Village Dundas Street Corridor Secondary Plan, The London Plan, and the 1989 Official Plan policies. The proposal facilitates the development of an underutilized site and provides an appropriate form and scale of development. The bonusing of the subject site ensures the building form and design will contribute positively to the surrounding area while providing affordable housing units. The subject lands are located where intensification is appropriate and can be accommodated given the existing and future provision of municipal infrastructure, location on a main street in the Old East Village, and existing and future public transit facilities in the area.

Prepared by:

Sonia Wise, MCIP RPP
Senior Planner, Planning Policy

Submitted by:

Paul Yeoman, RPP PLE
Director, Development Services

Recommended by:

George Kotsifas, P.ENG
Managing Director, Development and Compliance
Services and Chief Building Official

CC: Michael Tomazincic, MCIP RPP, Manager Current Planning
SW/sw

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street.

WHEREAS East Village Holdings Limited has applied to rezone an area of land located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt 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 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street, as shown on the attached map comprising part of Key Map No. A108, from a Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-32) Zone and a Business District Commercial Special Provision (BDC(19)*D250*H46) Zone to a holding Business District Commercial Special Provision Bonus (h*BDC(24)*D160*H36*B-32) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by replacing the following Site Specific Bonus Provision with the following:

4.3.4 B-32 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street

Phase 1 & 2 – 690, 696, 698, 700 King Street, and 400 Lyle Street

Phase 1 & 2 include three existing apartment buildings with two 21 storey towers, and one 24 storey tower, municipally known as 700 King Street and 400 Lyle Street. This part of the subject site was previously bonused for enhanced urban design, underground parking, the promotion of transit usage and the revitalization of the Old East District.

Phase 3 – 725, 729, 735, 737 Dundas Street and 389, 391, 393 Hewitt Street

Phase 3 includes the properties municipally known as 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street. The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality mixed-use building, with a maximum height of 24 storeys (82m) and 243 dwelling units, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, and provides for enhanced urban design, underground parking and affordable housing. The affordable housing component may be implemented through phase 1, 2 and/or 3 and shall consist of:

- A total of thirteen (13) residential dwelling units provided as nine (9) one bedroom units, and four (4) two-bedroom units;
- Two of the residential dwelling units shall be provided as accessible units, which may be the one or two bedroom units, or a combination thereof;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the

London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;

- The duration of affordability shall be set at 30 years from the point of initial occupancy.

The following special regulations apply within the bonus zone:

a) Regulations:

- | | | |
|------|--|-------------------------------------|
| i) | Height:
(Maximum) | 82.0 metres (269 feet) |
| ii) | Density:
(Maximum) | 750 units per ha (292 units per ac) |
| iii) | Parking spaces:
(Minimum) | 900 spaces |
| iv) | Secure Bicycle Parking spaces:
(Minimum) | 465 spaces |
| v) | For the purpose of this by-law the front lot line shall be interpreted as Dundas Street | |
| vi) | Balcony Encroachment in all yards provided the projection is no closer than 1.5 metres (4.9 feet) to the lot line. | 1.5 metres (5 feet) |

Phase 1 & 2

- | | | |
|------|--|----------------------|
| i) | Exterior Side Yard
(Minimum) | 0 metres (0 feet) |
| ii) | Exterior Side Yard
(Maximum) | 4.5 metres (15 feet) |
| iii) | Dwelling units are permitted on the entirety of the ground floor including the King Street, Lyle Street and Hewitt Street frontages, but excluding the Dundas Street frontage. | |

Phase 3

- | | | |
|------|--|------------------------------------|
| i) | Ground floor commercial space
(Minimum) | 850m ² (9,149 sq ft) |
| ii) | Ground floor ceiling height
(Minimum) | 4.5m (15ft) |
| iii) | Front Step-back above the fourth storey
(Minimum) | 9m (29 ft) |
| iv) | Front Step-back above the sixth storey to tower
(Minimum) | 25m (82 ft) |
| v) | Tower floor plate above 6 th Storey
(Maximum) | 1,075m ² (11,571 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.

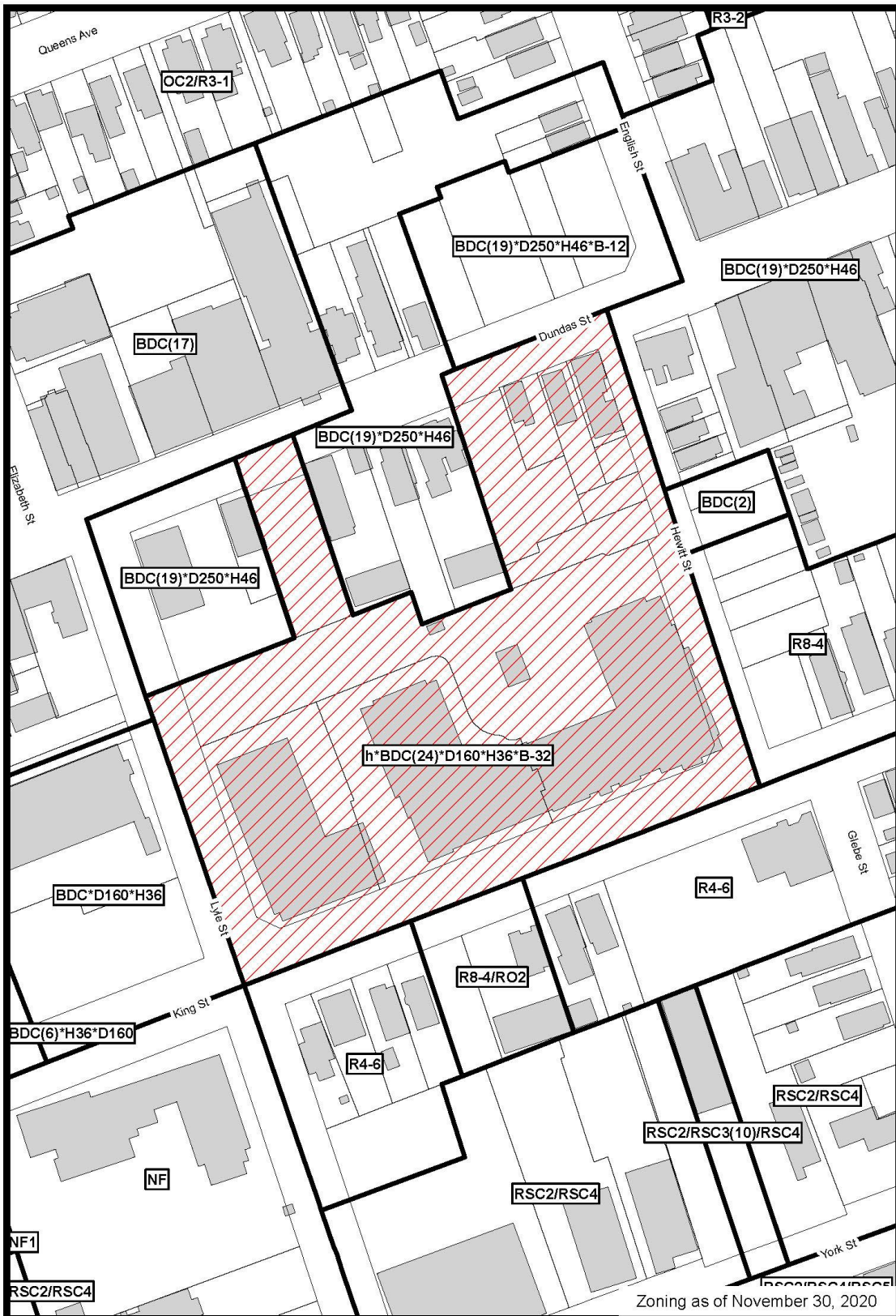
PASSED in Open Council on February 2, 2021.

Ed Holder
Mayor


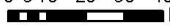

Catharine Saunders
City Clerk

First Reading – February 2, 2021
Second Reading – February 2, 2021
Third Reading – February 2, 2021

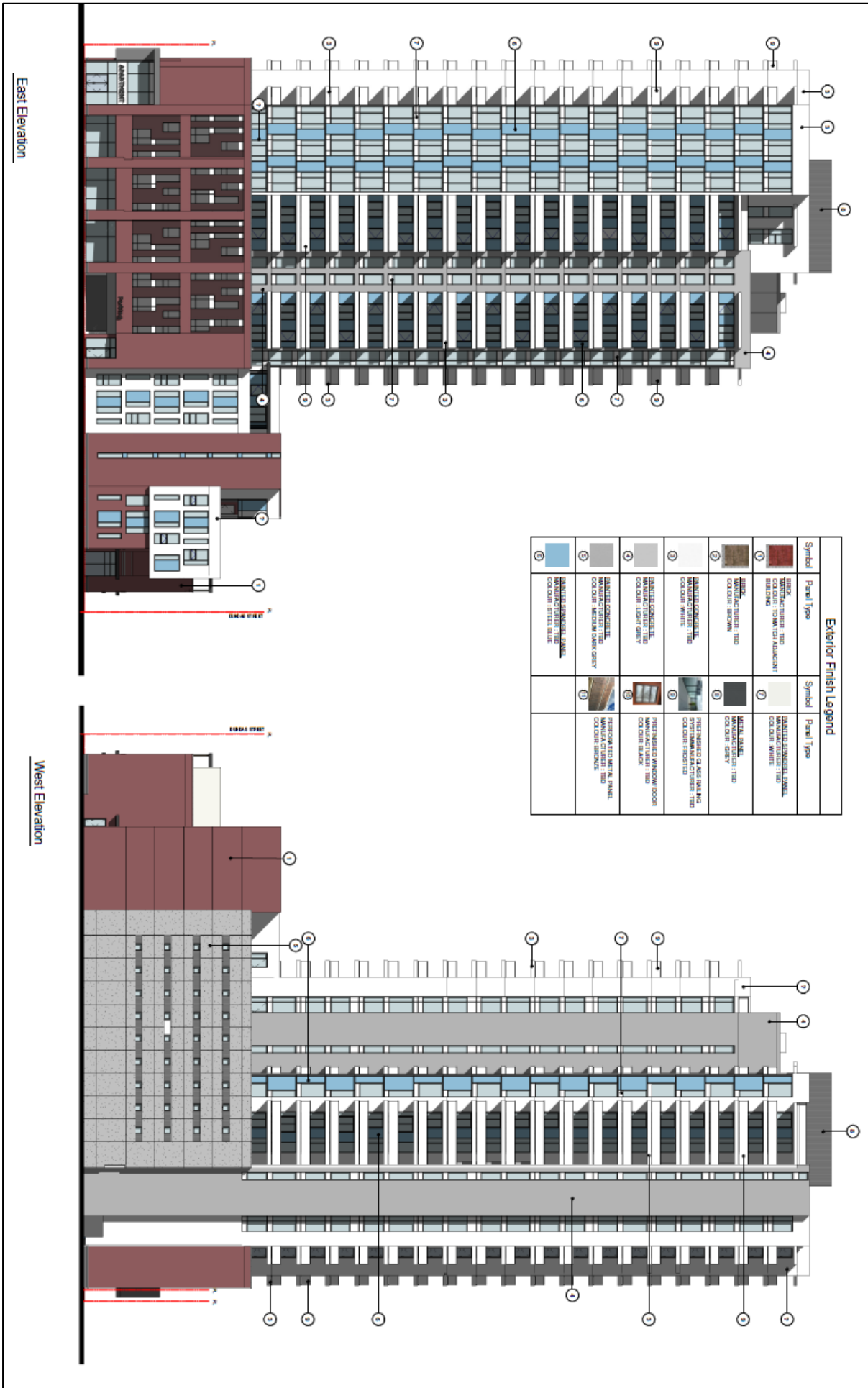
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)

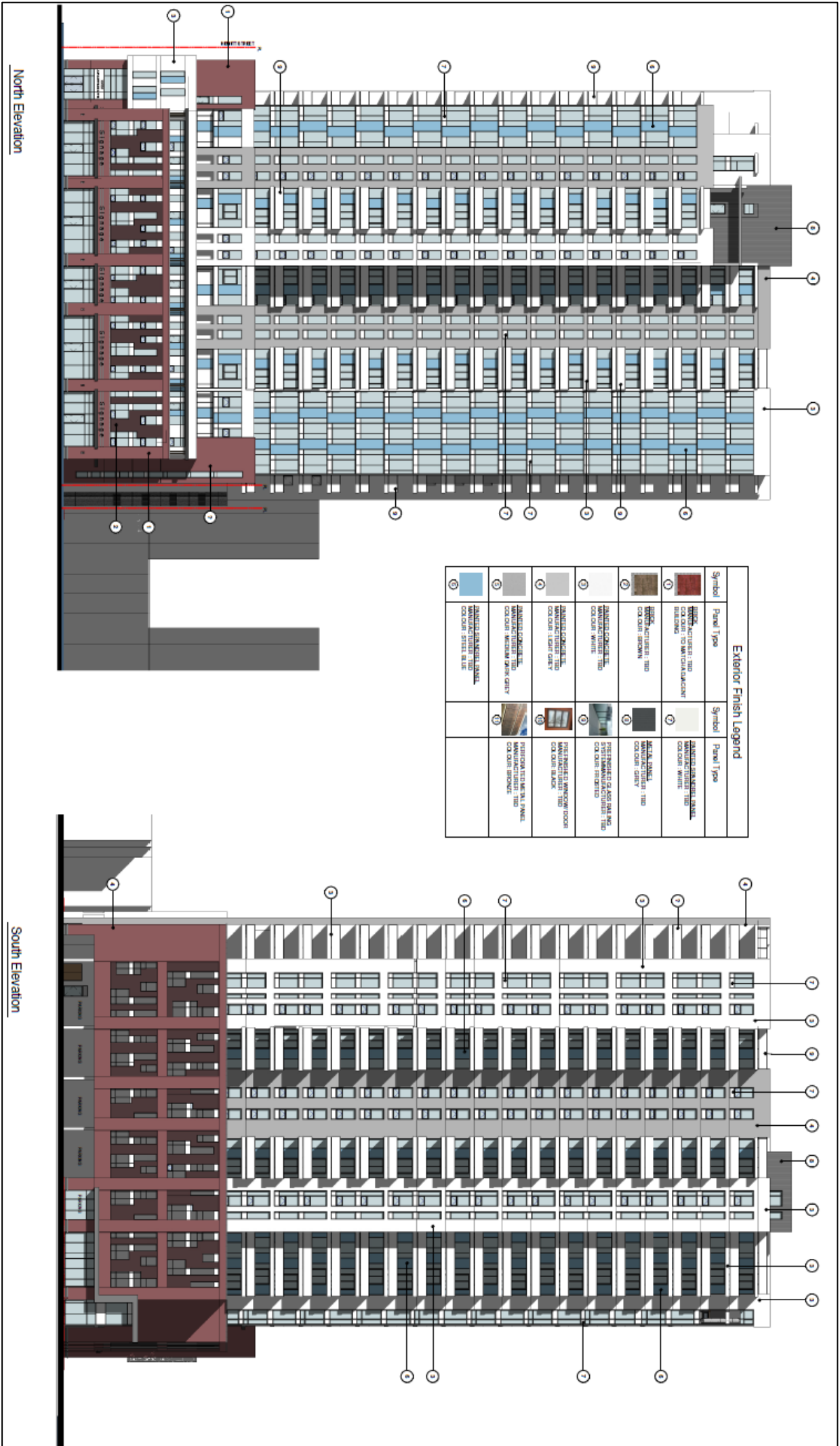


Zoning as of November 30, 2020

<p>File Number: Z-9155 Planner: RC Date Prepared: 2020/12/14 Technician: rc By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40  Meters</p> <p></p>
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Geodatabase





Appendix B – Public Engagement

Community Engagement

Public liaison: On December 11, 2019, Notice of Application was sent to 149 property owners, and 554 tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 12, 2019. Two “Planning Application” signs were also posted on the site. 20 replies were received

Nature of Liaison: Possible amendment to permit a 24-storey, mixed-use commercial/residential apartment building containing 278 residential units, 870m² of commercial floor area and 259 parking spaces. Possible change to Zoning By-law Z.-1 **FROM** a Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-32) Zone and a Business District Commercial Special Provision (BDC(19)*D250*H46) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-()) Zone to permit the proposed mixed-use building and a comprehensive zone for all properties. A bonus zone is requested to allow for a maximum density of 750 units per hectare, and a maximum height of 78.2m (24 storeys), the provision of 259 additional parking spaces for a total of 790 parking spaces, and reduced bicycle parking spaces; in return for eligible facilities, services and matters outlined in Section 19.4.4 of the 1989 Official Plan, policies 1638-1655 of The London Plan and section 3.4 of the Old East Village Dundas Street Corridor Secondary Plan.

Responses: A high-level summary of the various comments received include the following:

- Suggested improvements and changes for the building design for: the street level, podium, tower height, the corner treatment, building stepbacks, massing, architectural details, shadow impacts, materials, appearance, amenity areas, landscaping, style, access to sunlight, compatibility with adjacent building, interruptions to nearby businesses;
- Support for urban renewal through additional population, modern look of building, proposed height, and new commercial space;
- Concern for current parking scenario, negative impacts on neighbouring parking areas, high vehicle ownership, use of surface parking lots, future commercial parking, winter access to parking areas;
- Bonusing for affordable housing, three bedroom units and accessible units;
- Concern with the anticipated population and how schools and services will support additional people;
- Adequate bicycle parking, separate areas for cyclists, walkway to Dundas for Pedestrians.

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

Telephone	Written
Rick Odegard 719-721 Dundas St London ON N5W 2Z5	Rick Odegard 719-721 Dundas St London ON N5W 2Z5
	Valerian Marochko 505 Dundas Street London ON N6B 1W4
	Darcy Boyce 782 Princess Ave London ON N5W 3M4
	Jennifer Gerber Maclean 490 Quebec St London ON N5W 3Y5
	Jennifer Grainger
	Frank Filice 831 Elias St London ON N5W 3N9
	Ceris Thomas 998 Lorne Ave London ON N5W 3L3
	Patrick Rumsey 205 - 580 Dundas Street London ON N6B 1W9
	C. Bastin 783 Princess Ave London ON N5W 2Z6
	Lewis Seale 1-1036 Dundas Street London ON N5W 3A5
	Greg Gillies 741 Queens Ave London ON N5W 3H4
	Greg Thompson 791 Queens Avenur London ON N5W 3H7
	Scott Maclean 490 Quebec St London ON N5W 3Y5
	Sarah Merritt 831 Elias Street London ON N5W 3N9
	Nicole Borland 316 Rectory St London ON N5W 3V9
	Jen Pastorius 837 Elias St London ON N5W 3N9
	Maurice Carroll
	Urla Jakob
	Ellie Laing Lorne Ave

**Medallion Community Information Meeting
729, 735, 737 Dundas and 393 Hewitt Street Development
February 12, 2020
BIA Analysis and Comment Card Transcriptions**

ANALYSIS: Overarching Themes

Following the Community Meeting on February 12, 2020 for Medallion's high rise development at Hewitt and Dundas Streets, the Old East Village BIA collected comment cards, transcribed them, and thematically analysed the feedback.

In total, we received **17 comment cards** collected from a variety of OEV businesses, residents, and interested parties. The comments were in-depth and, in many cases, lengthy, reflecting the individual investment people have in the redevelopment of this neighbourhood and the processes behind it.

After analysis of the comments, we see that there is a positive response towards the continued development in OEV from Medallion but also concerns with some of the key aesthetic and logistical elements of the building. The following four overarching themes informed public opinion and comment. The final section entitled "Miscellaneous"

accounts for those comments that do not fit directly under the three primary theme categories.

Please note: Where full comments have been divided into sections according to theme, everything was taken word for word directly from what was originally written.

THEME ONE: Parking Issues

Comments regarding the proposed plans for parking arrangements figured prominently. In general, there is concern for the number of spaces available and how this will impact the building's residents as well as the surrounding area.

"Don't like entrance on Dundas to Apt. very cold looking. The parking that is happening at the old TD bank needs to be addressed, the tenants from Revo are causing financial hardship to an existing business that makes it hard for me to support this project."

"I echo the comments of others that the entrance to the parking podium from Hewitt Street will cause significant traffic impacts at the Dundas/Hewitt intersection and along Hewitt Street itself. Accessing the parking podium from within the building site would mitigate these impacts."

"Has any consideration been given to additional retail parking as part of the underground structure and if so, how will this be implemented?"

"Given that the density being requested is higher than the city requirement of 600 units per hectare, I am concerned that tower parking will spill over into other neighbourhood areas. Problems with spill over from the existing towers have already been identified. Examples include:

- blocking of loading zones in front of apartment buildings
- Tenant parking blocking access to Unique Food Attitudes restaurant and,
- Illegal parking by lot fronting on to Dundas Street."

-
- "Parking is an issue. Increase your bike storage - this building will front onto London's East-West Bikeway
 - One car per unit will not address people all owning their own car in a single unit"

THEME TWO: Tower Massing and Height

Comments regarding the tower itself and its proposed height were frequent as well. In particular, respondents communicated concerns for the transition between the retail facade and the tower, the density of height, and the need for more intensive shading studies.

-
- "Lower height at street front is a good idea
 - Terrace on 4th floor is a good idea
 - The Dundas Street front (building) needs to be softened, it's too unfriendly... perhaps landscaping will accomplish this
 - The Dundas sidewalk needs to be wide enough to permit a restaurant to have tables outside
 - Does the main building need to be so high?"
-

“The tower, as seen in the renderings, might seem less overwhelming if its sheer verticality - emphasized by the unrelieved strip of white at the corner - if some relief could be built into the design. (Several people I spoke with at the information meeting remarked, as a first reaction, on how stark and visually overwhelming the tower appeared in renderings.)”

“The massing is too intense for the site and should be scaled back so as to be similar to the other buildings on the site - preferably with the existing podium as in the concept design, a 9-12 storey base (as allowed under the existing as-of-right zoning), and then the tower height as approved by the City.”

“Concerned about tower massing and scale relative to the street.

- Proposed tower is dense and as shown will dominate the street and street scape.
- Reducing height on the tower element facing Dundas Street should break up the Tower density
- Reduction to nine storeys would be an idea.
- The provision of an Angular Plane Analysis at the PRP and Public Information session would have been helpful to establish massing impacts. It would be useful to have such an analysis available at the Public Meeting.

Tower massing should also be broken down taking into account access to sky and sunlight

- Possible shading impacts on the Indwell building need to be established as the building has a passive energy design.
 - On Hewitt Street there will be extensive shadowing and a lack of skyline due to the length of the building. With current design there is a possibility that Hewitt street will be in the shade for three /four hours per day.
 - The shadow studies provided were for three-hour intervals. A shadow study at hourly intervals would help to accurately establish the amount of time both Dundas Street and Hewitt Street will be in the shade as well as any possible negative impacts on the Indwell development”
-

THEME THREE: Overall Design

The comments referring to this theme were more broadly discussed but did centre around concerns for adherence to the OEV design guidelines, connections between the building’s top and bottom, along with many expressions of positivity towards Medallion’s proposed plans.

“2 elevators for 23 floors?

This seems a little short.

What happens with expected repairs? Or end of life replacement issues in years to come. Or as simple as people moving in and out.

Thank-you.”

“Thank you for building in a good location that needs urban renewal without knocking down heritage buildings. We appreciate the effort to build a podium that does not detract from the designated heritage home next door.”

“Thank you for hosting this session.

I feel the density will have a great impact on the block.

Please consider improving the building’s entrance off Dundas to look more inviting, and please consider reducing the amount of surface parking around the building.”

“Thank you Medallion for more development.

The tower seems to be a bigger mass than the other two developments -

1. The Dundas Street facade red brick vertical element could be connected at the top with some sort of horizontal feature to tie them together.
2. The Dundas Street corner entrance could be better defined and the solid red brick wall could use some softening.
3. Shadowing studies done? Again, is it possible to tweak the L-shaped tower to make it seem less dense and more “open.”
4. I was at the design guidelines meeting and liked the suggestions that were made and would encourage you to incorporate them into the design.

Thank-you.”

“LOVE IT.

Looks modern and vital.

Like the idea of more people living in the area.

Love the interest in the skyline. Have ZERO problems with the height.”

“The stark white overhang at the Dundas Street entrance seems a jarring, too abrupt transition from the rest of the Dundas Street facade.

Could the entrances, especially the ones on Dundas Street, could use some dressing up (sidelights, perhaps). My first reaction is that it would pass for the side entrance to a warehouse. Especially overhung as it is by the big block of white, it seems to give a warning rather than extend an invitation.”

“I appreciate the introduction of residential units in the podium fronting on Dundas Street and think the overall building design is very good.”

“At the moment the new tower does not relate to the existing towers and the existing towers do not relate to each other. Recognising that building acquisition is an ongoing and uncertain process, it would nevertheless be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers and any proposed tower for the TD Bank site. Eventually the towers should integrate and visually suggest “ a village of towers “

Building coverage for the whole site comprising the existing two buildings and the proposed site is 51% for buildings and 49% parking and greening. How much greening we need to establish, as there is already a shortage of green space for “dog walking”.”

“The towers need more nuance. Happy to hear they will change the tower at top to create greater definition and design

- The facade and more specifically the Dundas podium should better reflect the OEV Urban Design Guidelines and surrounding heritage (Unity Project)
 - It is good that the Hewitt entrance will be improved to include more windows and better signage
 - Where will the greening space be?
 - Dog walking, lounging etc.
 - Medallion promised an infill development and a walkway in the last phase. How will the connectivity promised then be fulfilled via this project?”
-

THEME FOUR: Commercial Space Appearance and Use

Comments regarding the commercial spaces generally centered on size, interior appearance, and concerns for future tenancy selection. Overall, respondents were

pleased with the space allotment and Medallion's attention to continuity of active storefronts along the OEV commercial corridor.

"Very pleased with presentation and expertise of presenters. I believe it will be a positive, tremendous addition to OEV. Confident that what is being proposed will come to fruition. I have faith in the developer and their impressive track record. I would caution the developer to do their "due diligence" when renting out the retail ground floor units. We do not need more tattoo parlours, vape shops, used clothing and second hand stores."

"I think it is a great idea. However I think having retail on the whole corner would be more complete. I will make some people want to look for more shopping. Just a thought."

"The development of new commercial space on the commercial corridor is welcomed.

- The size of the commercial spaces 124 .2 sq. Metres (1,337,7 sq. ft.) is welcome
- Suggest that the design of the units should take into account the kinds of businesses that are already successful on the commercial corridor, especially those that require both staff and public toilets.
- Designing completely accessible units that go beyond basic minimums will make space rental more successful.
- At the moment the tower does not relate to the commercial building in terms of materiality and colour. This is necessary in order to pull all of the elements of the building together.
- Need continuity in façade materials; at the moment there is no overall integration of building design and form."

"Happy to learn that the PRP recommendation that the corner apartment entrance on Dundas Street will carry the storefront element through to the entrance. Wrapping the retail windows in redbrick commercial space around to meet the red brick entrance way will eliminate a dense wall fronting on Dundas Street

- Currently the commercial component does not reference OEV Heritage and is a design that references similar commercial design in any developed urban core commercial corridor
- Transition to the heritage housing on the west side and buildings on the east side needs to be addressed"

"For a variety of reasons Medallion has not followed through on a commitment to create a commercial, infill building on Dundas Street and a walkway to Dundas Street

- Currently the site is being used as over flow tenant parking and has previously been used as a staging site for the building of the second tower
- The commitment to provide the walkway and the infill development is included in the Medallion Agreement with the City of London.
- It would be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers, any proposed tower for the TD Bank, any and all commercial space including a proposal for a walkway to Dundas Street as close to the middle of the whole site as is possible.
- If no such walkway is incorporated into the overall site plan, the commercial corridor is at serious risk of losing its customer base to downtown, once rapid transit is introduced on King Street."

"I think this is a great project with many possible positive outcomes for the neighbourhood. A few things:

- I LOVE the attention to retail space on the main floor but do urge close work with the BIA to ensure that businesses who populate them fit well in the commercial

- corridor and can thrive - There should be some elements added to the retail facade to better align with the aesthetic of OEV. They could be modern but hearken back and allow the building to fit in with the streetscape in a tasteful way
- it is too stark right now - Ultimately, I think this is a great project and testament to the revitalization OEV is experiencing and deserves"

"Good to see development of this corner in OEV!

- Store fronts are great but the ceilings need to be higher to reflect the high ceilings of the surround heritage retail units (ex. Clay Art Centre)"

MISCELLANEOUS

Comments placed in this section communicate valuable information but do not fit within the overarching themes presented above.

"687 Dundas is causing function issues for 697.

Yet owner wants to build and be welcomed when they are causing issues on other land
687 re: fire lane

Deal with their tenants parking ongoing issue for last year

Doorway homelessness staying = security?

Parking and proposal of stores parking client would be? Parking lot #1 which has homeless.

Same parking lot as cop was stabbed in the head.

? minimum specified by OBC for elevators.

BUY UNITY HOUSE and move them and all will be loved

Are you going to build it yet another color each one has different concrete."

"Housing

- Any bonusing should ensure the inclusion of the maximum number of affordable units.
- Any bonusing should also ensure that an appropriate number of units are tailored to tenants with disabilities.
- In view of the need for family housing, any bonusing should also ensure the inclusion of some three-bedroom units"

"North commercial/residential podium wrap around east com. Unit window to residential entrance > Make apt. Units more "loft like" open concept (urban feel) - Hewitt Street > At Grade ensure as many window and access points for safety > Ensure access points for residential entrances are well defined / visible from further up or down Hewitt towers > Step back north leg of tower at #1-14 floor. > Step back (lower) west leg of tower, all to soften verticle rise at north and allow/open up site for summer sun at west

- Use "real" masonry brick at first 41 levels (Dundas especially). Keep it contemporary is style!!
- Site Plan > Ensure businding r....s/units well into centre of existing building site plan > a site plan analysis should be done for entire block to illustrate objectives such as how the fully developed site will connect to Dundas corridor between Hewitt and Lyle (very important) what does the finished block look like and work given as of right and bonusing"

-
- "Why are there not the required number of secured bike space? What does Medallion propose to do to remedy this? Will cyclists share the same entrance as vehicles and/or pedestrians, or have dedicated access to storage?
 - How does the shadow study that has been conducted to impact on the deeper portions of the surrounding neighbourhood? (the images provided only show a

limited area and timeframe). Is an animation available with an extended timeframe (24 hrs)?

- What are the proposed construction access points? And how will they impact local traffic during construction.
- [point removed and added to Theme 1]
- What ice mitigation measures are being taken on Hewitt Street and the existing driveway into the Revo complex to ensure pedestrian safety?
- Given that both construction and final installation of the new building will impact the Unity Project and St. Joseph's Hospitality Centre, has any consideration been given to Medallion providing additional financial assistance to these organizations to help mitigate any potential interruption that they may encounter?
- What will the impact be on the existing Revo Development in terms of moisture retention between buildings, given that they will receive even further reduced sun and therefore evaporation along their main interior driveway?
- Is it anticipated that the increase of traffic, both vehicular and pedestrian, will require a traffic signal to be installed at Dundas and Hewitt? And if so, how will that impact the traffic along the Dundas Corridor? How will it impact the eventual installation of BRT?
- Based on the existing population of the Revo Development, what are the anticipated percentage of families with young children that are expected to take up residence in the new building? Are there any considerations for how that will be accommodated by the current school facilities in the area?
- Given some of the challenges that Dundas Street currently faces with homelessness and drug use, is there a plan to discreetly and respectfully ensure security for the residents and the building?"

CONCLUSION: Overall Response

As can be seen through these comment cards, there is excitement and embrace from the community for continued development in OEV. Many people had specific and detailed criticism regarding particular elements of the proposed plans, most notable, parking, design, height, and retail appearance/use. However, there is a general confidence that Medallion will address concerns for this project but would look even more positively on the development if the incomplete elements from the original infill phase was completed and the existing parking challenges were remedied.

ORIGINAL COMMENTS - Transcribed exactly as on cards

"Don't like entrance on Dundas to Apt. very cold looking.
The parking that is happening at the old TD bank needs to be addressed, the tenants from Revo are causing financial hardship to an existing business that makes it hard for me to support this project."

"2 elevators for 23 floors?

This seems a little short.

What happens with expected repairs? Or end of life replacement issues in years to come. Or as simple as people moving in and out.

Thank-you."

"Thank you for building in a good location that needs urban renewal without knocking down heritage buildings. We appreciate the effort to build a podium that does not detract from the designated heritage home next door."

"Thank you for hosting this session.

I feel the density will have a great impact on the block.

Please consider improving the building's entrance off Dundas to look more inviting, and please consider reducing the amount of surface parking around the building."

-
5. "Thank you Medallion for more development.
The tower seems to be a bigger mass than the other two developments -
6. The Dundas Street facade red brick vertical element could be connected at the top with some sort of horizontal feature to tie them together.
7. The Dundas Street corner entrance could be better defined and the solid red brick wall could use some softening.
8. Shadowing studies done? Again, is it possible to tweak the L-shaped tower to make it seem less dense and more "open."
9. I was at the design guidelines meeting and liked the suggestions that were made and would encourage you to incorporate them into the design.
Thank-you."
-

"LOVE IT.
Looks modern and vital.
Like the idea of more people living in the area.
Love the interest in the skyline. Have ZERO problems with the height."

"Very pleased with presentation and expertise of presenters.
I believe it will be a positive, tremendous addition to OEV.
Confident that what is being proposed will come to fruition. I have faith in the developer and their impressive track record.
I would caution the developer to do their "due diligence" when renting out the retail ground floor units. We do not need more tattoo parlours, vape shops, used clothing and second hand stores."

"I think it is a great idea. However I think having retail on the whole corner would be more complete. I will make some people want to look for more shopping.
Just a thought."

"687 Dundas is causing function issues for 697.
Yet owner wants to build and be welcomed when they are causing issues on other land
687 re: fire lane
Deal with their tenants parking ongoing issue for last year
Doorway homelessness staying = security?
Parking and proposal of stores parking client would be? Parking lot #1 which has homeless.
Same parking lot as cop was stabbed in the head.
? minimum specified by OBC for elevators.
BUY UNITY HOUSE and move them and all will be loved
Are you going to build it yet another color each one has different concrete."

- "Lower height at street front is a good idea
 - Terrace on 4th floor is a good idea
 - The Dundas Street front (building) needs to be softened, it's too unfriendly... perhaps landscaping will accomplish this
 - The Dundas sidewalk needs to be wide enough to permit a restaurant to have tables outside
 - Does the main building need to be so high?"
-

"1. Design

- The stark white overhang at the Dundas Street entrance seems a jarring, too abrupt transition from the rest of the Dundas Street facade.

- Could the entrances, especially the ones on Dundas Street, could use some dressing up (sidelights, perhaps). My first reaction is that it would pass for the side entrance to a warehouse. Especially overhung as it is by the big block of white, it seems to give a warning rather than extend an invitation.
- The tower, as seen in the renderings, might seem less overwhelming if its sheer verticality - emphasized by the unrelieved strip of white at the corner - if some relief could be built into the design. (Several people I spoke with at the information meeting remarked, as a first reaction, on how stark and visually overwhelming the tower appeared in renderings.)

2. Housing

- Any bonusing should ensure the inclusion of the maximum number of affordable units.
- Any bonusing should also ensure that an appropriate number of units are tailored to tenants with disabilities.
- In view of the need for family housing, any bonusing should also ensure the inclusion of some three-bedroom units”

“North commercial/residential podium wrap around east com. Unit window to residential entrance > Make apt. Units more “loft like” open concept (urban feel) - Hewitt Street > At Grade ensure as many window and access points for safety > Ensure access points for residential entrances are well defined / visible from further up or down Hewitt towers > Step back north leg of tower at #1-14 floor. > Step back (lower) west leg of tower, all to soften verticle rise at north and allow/open up site for summer sun at west

- Use “real” masonry brick at first 41 levels (Dundas especially). Keep it contemporary is style!!
- Site Plan > Ensure businding r...s/units well into centre of existing building site plan > a site plan analysis should be done for entire block to illustrate objectives such as how the fully developed site will connect to Dundas corridor between Hewitt and Lyle (very important) what does the finished block look like and work given as of right and bonusing

“The massing is too intense for the site and should be scaled back so as to be similar to the other buildings on the site - preferably with the existing podium as in the concept design, a 9-12 storey base (as allowed under the existing as-of-right zoning), and then the tower height as approved by the City.

I appreciate the introduction of residential units in the podium fronting on Dundas Street and think the overall building design is very good.

I echo the comments of others that the entrance to the parking podium from Hewitt Street will cause significant traffic impacts at the Dundas/Hewitt intersection and along Hewitt Street itself. Accessing the parking podium from within the building site would mitigate these impacts.”

-
- “Why are there not the required number of secured bike space? What does Medallion propose to do to remedy this? Will cyclists share the same entrance as vehicles and/or pedestrians, or have dedicated access to storage?
 - How does the shadow study that has been conducted to impact on the deeper portions of the surrounding neighbourhood? (the images provided only show a limited area and timeframe). Is an animation available with an extended timeframe (24 hrs)?
 - What are the proposed construction access points? And how will they impact local traffic during construction.
 - Has any consideration been given to additional retail parking as part of the underground structure and if so, how will this be implemented
 - What ice mitigation measures are being taken on Hewitt Street and the existing driveway into the Revo complex to ensure pedestrian safety?
 - Given that both construction and final installation of the new building will impact the Unity Project and St. Joseph’s Hospitality Centre, has any consideration been

given to Medallion providing additional financial assistance to these organizations to help mitigate any potential interruption that they may encounter?

- What will the impact be on the existing Revo Development in terms of moisture retention between buildings, given that they will receive even further reduced sun and therefore evaporation along their main interior driveway?
- Is it anticipated that the increase of traffic, both vehicular and pedestrian, will require a traffic signal to be installed at Dundas and Hewitt? And if so, how will that impact the traffic along the Dundas Corridor? How will it impact the eventual installation of BRT?
- Based on the existing population of the Revo Development, what are the anticipated percentage of families with young children that are expected to take up residence in the new building? Are there any considerations for how that will be accommodated by the current school facilities in the area?
- Given some of the challenges that Dundas Street currently faces with homelessness and drug use, is there a plan to discreetly and respectfully ensure security for the residents and the building?

"I am pleased that Medallion are continuing to invest in our community and feel confident that the variety of identified design issues will be resolved to satisfaction.

Density and Parking

· Given that the density being requested is higher than the city requirement of 600 units per hectare, I am concerned that tower parking will spill over into other neighbourhood areas. Problems with spill over from the existing towers have already been identified.

Examples include:

- blocking of loading zones in front of apartment buildings
- Tenant parking blocking access to Unique Food Attitudes restaurant and,
- Illegal parking by lot fronting on to Dundas Street.

Tower Massing and Scale

Concerned about tower massing and scale relative to the street.

- Proposed tower is dense and as shown will dominate the street and street scape.
- Reducing height on the tower element facing Dundas Street should break up the Tower density
- Reduction to nine storeys would be an idea.
- The provision of an Angular Plane Analysis at the PRP and Public Information session would have been helpful to establish massing impacts. It would be useful to have such an analysis available at the Public Meeting.

Tower massing should also be broken down taking into account access to sky and sunlight

- Possible shading impacts on the Indwell building need to be established as the building has a passive energy design.
- On Hewitt Street there will be extensive shadowing and a lack of skyline due to the length of the building. With current design there is a possibility that Hewitt street will be in the shade for three /four hours per day.
- The shadow studies provided were for three-hour intervals. A shadow study at hourly intervals would help to accurately establish the amount of time both Dundas Street and Hewitt Street will be in the shade as well as any possible negative impacts on the Indwell development

Commercial Space Design and the relationship of the proposed tower to existing towers.

- The development of new commercial space on the commercial corridor is welcomed.

- The size of the commercial spaces 124 .2 sq. Metres (1,337,7 sq. ft.). Is welcome
- Suggest that the design of the units should take into account the kinds of businesses that are already successful on the commercial corridor, especially those that require both staff and public toilets.
- Designing completely accessible units that go beyond basic minimums will make space rental more successful.
- At the moment the tower does not relate to the commercial building in terms of materiality and colour. This is necessary in order to pull all of the elements of the building together.
- Need continuity in façade materials; at the moment there is no overall integration of building design and form.
- At the moment the new tower does not relate to the existing towers and the existing towers do not relate to each other. Recognising that building acquisition is an on going and uncertain process, it would nevertheless be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers and any proposed tower for the TD Bank site. Eventually the towers should integrate and visually suggest “ a village of towers “
- Building coverage for the whole site comprising the existing two buildings and the proposed site is 51% for buildings and 49% parking and greening. How much greening we need to establish, as there is already a shortage of green space for “dog walking”.

Commercial Space Façade and its the relationship to the commercial corridor.

- Happy to learn that the PRP recommendation that the corner apartment entrance on Dundas Street will carry the storefront element through to the entrance. Wrapping the retail windows in redbrick commercial space around to meet the red brick entranceway will eliminate a dense wall fronting on Dundas Street
- Currently the commercial component does not reference OEV Heritage and is a design that references similar commercial design in any developed urban core commercial corridor
- Transition to the heritage housing on the west side and buildings on the east side needs to be addressed

Dundas Street Walkway and Infill Development

- For a variety of reasons Medallion has not followed through on a commitment to create a commercial, infill building on Dundas Street and a walkway to Dundas Street
- Currently the site is being used as over flow tenant parking and has previously been used as a staging site for the building of the second tower
- The commitment to provide the walkway and the infill development is included in the Medallion Agreement with the City of London.
- It would be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers, any proposed tower for the TD Bank, any and all commercial space including a proposal for a walkway to Dundas Street as close to the middle of the whole site as is possible.
- If no such walkway is incorporated into the overall site plan, the commercial corridor is at serious risk of losing its customer base to downtown, once rapid transit is introduced on King Street.

“I think this is a great project with many possible positive outcomes for the neighbourhood. A few things: - I LOVE the attention to retail space on the main floor but do urge close work with the BIA to ensure that businesses who populate them fit well in the commercial corridor and can thrive - There should be some elements added to the retail facade to better align with the aesthetic of OEV. They could be modern but hearken back and allow the building to fit in with the streetscape in a tasteful way - it is too stark right now - Ultimately, I think

this is a great project and testament to the revitalization OEV is experiencing and deserves”

- “Parking is an issue. Increase your bike storage - this building will front onto London’s East-West Bikeway
- One car per unit will not address people all owning their own car in a single unit
- Good to see development of this corner in OEV!
- Store fronts are great but the ceilings need to be higher to reflect the high ceilings of the surround heritage retail units (ex. Clay Art Centre)
- The towers need more nuance. Happy to hear they will change the tower at top to create greater definition and design
- The facade and more specifically the Dundas podium should better reflect the OEV Urban Design Guidelines and surrounding heritage (Unity Project)
- It is good that the Hewitt entrance will be improved to include more windows and better signage
- Where will the greening space be?
- Dog walking, lounging etc.
- Medallion promised an infill development and a walkway in the last phase. How will the connectivity promised then be fulfilled via this project?

From: Urla Undisclosed [mailto:]
Sent: Tuesday, August 18, 2020 2:05 PM
To: Wise, Sonia <swise@london.ca>
Cc:
Subject: [EXTERNAL] Z-9155. (Dundas St/Hewitt St)

I understand the above file is under review. Is it a condo or rental development? who is the developer? When will approval take place; or an estimate ie. 2 months or a year?

Sent from my iPad

With thanks

Urla

From: Maurice Carroll [mailto:]
Sent: Monday, December 23, 2019 1:30 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] File # Z-9155

File: Z-9155

Regarding Zoning By-Law Amendment

725-735 Dundas St., 389-393 Hewitt St, a portion of 700 King St, and other properties

Great, more dorms for educational tourism and an escalation to the parking problems created by the previous developments. How about some affordable housing to replace all the affordable buildings that were torn down for this development.

Why do planners for the city continue to ignore the parking problems that this development has caused. Even Revo has recognized the problem with an agreement with the city to ticket or tow illegally parked vehicles on their property. Revo tenants have taken over a big proportion of the city lot on Marshall Street causing problems with other people living and working in the area. St John Ambulance continues to have problems with illegal parking. I have asked for more no parking and stopping signs on King Street to no avail.

It’s interesting to see the wonderful artist conception of the Dundas Street streetscape. I believe U-Need-A Cab isn’t selling their property even though their building has disappeared in the artist’s drawing. And then there are the original Medallion’s drawings for the 2 towers with a commercial building on Dundas St. A commercial building that never materialized only a parking lot fronting on Dundas. Parking fronting on Dundas was not permitted in the original development plans.

I know Old East Holdings is pushing public transit and BRT. It’s great to see students from the building waiting for buses. But this is a small proportion of the tenant population. Canadians love their cars and it’s going to be a very long time before they rid themselves of their cars and get on a bus. Right now we need more parking and stricter enforcement of traffic laws. If traffic laws were enforced driving would become a lot less convenient and might even drive people to use public transit.

I know this development is a done deal but can we at least get more signage on King Street. How about speed bumps and stops signs on the property exits on Hewitt and Lyle.

Maurice Carroll
Home Owner
King Street

From: Valerian Marochko [mailto:]
Sent: Friday, December 20, 2019 2:02 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 725-735 Dundas Street
Hello Sonia,

I stopped by your office this morning and talked to your colleague. She advised me to email you.

The CCLC owns the property at 707-711 Dundas Street and we would like to know if the proposed development at 725-735 Dundas Street (file: Z-9155) could affect our future plans to build a multi-storey building on our property (i.e., maximum density, etc.)

Thank you in advance for your help.

Valy

Valerian Marochko, PhD, MBA, CMC
Executive Director



T:
F:
E:

[London Cross Cultural Learner Centre | 505 Dundas Street, London ON | N6B 1W4](#)

We acknowledge the history of the Indigenous territory of the Attawandaran (Neutral) where our Centre stands. The Attawandaran peoples once settled in this region alongside the Algonquin and Haudenosaunee peoples, and used the land as traditional hunting grounds.

-----Original Message-----

From: Jen Pastorius [mailto:]
Sent: Wednesday, December 18, 2019 4:46 PM
To: 'sarah merritt' <>; Wise, Sonia <swise@london.ca>
Cc: 'Greg Thompson' <>
Subject: [EXTERNAL] RE: Medallion and undeveloped Dundas Street Site

Hi Sonia and Sarah,

Thanks very much for this Sarah, as you were in this role and have the history. I have also reached out to Mark Henderson and he is looking into finding the Medallion CIP expansion report. We have renderings from the first phase of development in the office which clearly identifies both the public sidewalk and an infill commercial development. See photos attached. Regarding the lot at 701 Dundas, according to the BDC Zoning in Old East Village parking adjacent to Dundas is prohibited, something that I understand Sarah worked on as the BIA Manager in order to create as much consistent Dundas facing retail opportunities as possible. As a wider request to assist with a wide array of challenges on the Medallion property in May 2019 I met with Heather Chapman, Paul Yeoman, Peter Kokkoros and Councillor Helmer. At that meeting the prohibition of parking in lots facing Dundas was discussed and it was agreed that parking in that lot does not conform with BDC 24 Zoning.

BDC (24) Zone

b) Prohibited Uses:

i) Commercial parking lots and structures and accessory parking lots fronting on Dundas Street, and within 15 metres of Dundas Street

There are many current challenges with the Medallion site regarding parking. There is a history of purchasing residential properties to demolish for surface parking and the attempted demolition of commercial properties on Dundas for the purpose of surface parking until they are redeveloped. It is clear that Medallion tenants have more cars than the current development has spots to accommodate. Currently 701 Dundas is being used as a parking lot, instead of an infill site and public walkway as was identified in Phase 1. Which is why the 259 proposed parking spots will be far too little for the Hewitt development because beside the fact that 701 is not zoned for parking at Dundas (therefore should never have become a lot) when the public walkway is built, there will be less room for parking and those lost parking spaces will need to be integrated into another area of the development.

I hope you both find this information helpful, I look forward to discussing this further in the new year. Happy Holidays to you both!

Jennifer Pastorius

Manager, Old East Village BIA

316 Rectory Street

Oldeastvillage.com

From: sarah merritt [mailto:]

Sent: Monday, December 16, 2019 2:17 PM

To: Wise, Sonia <swise@london.ca>; jen <>

Cc: Greg Thompson <>

Subject: [EXTERNAL] Re: Medallion and undeveloped Dundas Street Site

Hello Jen and Sonia,

I am following up on our telephone conversations about the zoning request for the development proposed by medallion Inc. and offer the following comments.

Firstly, I would like to begin by stating that it is heartening to learn that Medallion Inc. is interested in making further investments in the Old East Village . The prospect of further appropriate commercial development is also heartening. However, we have been here before when Medallion Inc. made a commitment to create a two storey infill development consisting of two commercial and two residential units fronting on to Dundas Street in the 700's street addresses block. This development was targeted to occur after the development of the first ,two tower apartment building.

Further to our discussions, I have tried to recall the events surrounding the expansion of the CIP site to include the properties owned by Medallion Inc.

I have attached a PDF written in 2011 that references the Dundas Street addresses in a recommendation for their inclusion in the OEV Brown-fields and City Brown-fields incentives programs.

To my recollection, there were two expansions to the CIP area. The first was in 2005 ,I think. This was to expand the CIP on the North side from Egerton to Charlotte Streets.

The second occurred to expand the CIP into a tract of land that had take Medallion a number of years to acquire. That expansion was for land that fronted on to King Street and maybe Lyle. I can't remember the boundaries. That would be around 2008. Ethan Ling worked the expansion reports so you might be able to ask him.

Given that properties fronting on to Dundas Street were already eligible for incentives, I recall that Medallion was encouraged to purchase the vacant lot when they were assembling properties. Owning property fronting on to, and through the commercial and walkway development, connecting to Dundas Street, rendered the whole site eligible for inclusion in the CIP area incentives. If my recall is accurate, there may or may not be a written agreement specifying that they would develop the Dundas Street property. However, the addresses are certainly referenced in the report that I have included, and there is the evidence of their commitment to develop the land, via the renderings that were displayed at a public information meetings.

City staff S that I worked with on this file included Ethan Ling, Greg Barrett, Mark Henderson and John Fleming. They may be able to help you to track down any available written information.

Sonia, you mentioned that municipalities are limited in their ability to ensure that property owners follow through on the commitments that they make when applying for, and receiving CIP incentives. This must be very challenging. You cited an example of this occurring when properties in CIP districts change ownership. Fortunately, ownership, in this instance, remains with the same owners.

Most important for me at the moment, is that the issue of the non development of the Dundas Street addresses constitutes a part of the discussions and negotiations with Medallion for the zoning amendment by-law. This would include identifying any barriers to the development of the site, plans and timing for its redevelopment. It should not remain as a permanent parking site.

For whatever reason, Medallion, to this point, has been unable to develop this important commercial site. With respect to their zoning amendment request and proposal to create commercial units, written commitment to develop the commercial space within a reasonable time line should be linked if possible to the granting of the zoning amendment and the timely reimbursement of loans.

After consultation with the Community Association Board, you will receive comment on the specifics of the proposed development. At this point, given the height of the towers location to Dundas Street, I would suggest that some Shadow Studies would be helpful for community information and public meetings,

I look forward to working with you both and Medallion Inc. to arrive at a development that meets the needs of all parties and furthers the ongoing renewal of the village.

Wishing you both all of the best of the Holiday Season,

Regards and Thanks,
Sarah
Take care,

Sarah

Agency/Departmental Comments

London Hydro – December 20, 2019 – Excerpt

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above grade transformation is required. A blanket easement may be required.

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

Development Services: Engineering – January 27, 2020 Memo

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned application:

1. A Parking study is required to support any reduction in parking.
2. An 'h' provision shall be applied until the sewer system on English Street as part of a future IRP project is sized to accommodate the flows and proposed intensification.

The following items are to be considered during the site plan approval stage:

Transportation:

- Proposal will need to make use of the existing access to Hewitt Street via the existing private drive to the south of the proposal
- Road widening dedication of 10.75m from centre line is required on Dundas Street
- 6.0m x 6.0m daylight triangle required at the corner of Hewitt and Dundas Street
- Detailed comments regarding access design and location will be made through the site plan process
- Dundas street will be undergoing construction in the vicinity of the proposal in the coming years details of which can be found at the below web link: [infrastructure projects](#)

Water:

- The existing water services shall be decommissioned in conjunction with the building demolitions.
- The residential tower shall be serviced off of the watermain on Dundas St. The watermain is tentatively slated for replacement with a 300mm PVC watermain in 2020. The Owner will have to co-ordinate their construction in conjunction with the City led project.
- If the proposed high rise building is higher than 84 metres, the building will require 2 water services, separated by a splitter valve.

Wastewater:

- The municipal sanitary outlet available for the subject lands is the municipal sanitary sewer on Dundas Street which is tributary to the English Street sanitary sewer.
- It has been identified that there are potential constraints in the English Street sanitary sewers downstream of this subject site.
- Dundas Street from Ontario to Adelaide has been identified for lifecycle replacement infrastructure works tentatively in 2020. English Street is still being considered for lifecycle replacement infrastructure works tentatively for 2021 pending budgets and approvals. The Owner' Engineering Consultant is encouraged to co-ordinate with the City as far as their servicing needs and timing.

Stormwater:

- As per the attached as-con 24516, the site at C= 0.9 is tributary to the existing 600mm storm sewer on Dundas Street (MH 4G141) via the 375mm storm sewer on Hewitt Street. As con 24516 also shows that the site is tributary to two different catchment areas; one tributary to the 375mm storm sewer on Hewitt St and the other to the future 525mm storm sewer on Dundas, however and considering that, the sewer on Hewitt street has some surplus capacity to accommodate the entire site and that the storm sewer on Dundas Street will be reconstructed by the City in 2020, the site shall only be connected to the 375 on Hewitt Street.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- The subject lands are located in the Central Thames Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Development Services: Heritage – February 12, 2020 – Memo Excerpt

Heritage staff confirms receipt and review of the Heritage Impact Assessment (dated January 23, 2020) for the above address, and finds the HIA (analysis, conclusions and recommendations) to be sufficient to fulfill the heritage component for a complete application for the above ZBA application. Mitigative measures outlined in the HIA for 719-721 should be followed.

Development Services: Urban Design – December 15, 2020 – Memo Excerpt

Urban Design staff commend the applicant for incorporating the following into the

design of the site and buildings: locating built form along both the Dundas and Hewitt street frontages; Designing the lower portion of the building to have regard for its corner location by including a principle building entrance at the intersection; Including a taller ground floor for the commercial uses as well providing for appropriate scale/ rhythm/ materials/ fenestration and orientation along the Dundas Street frontage that implements the Old East Village Commercial Corridor Urban Design Manual; Providing appropriate step-backs above the third, fourth, and sixth storeys in order to create a comfortable, human scaled streetscape along the Dundas Street frontage; Providing for an appropriate tower floor plate (above the sixth floor) and tower setback from Dundas Street; and, locating all of the parking underground or within the structure away from the street edge.

Urban design staff have been working closely with the applicant through the rezoning process to address many of the design concerns that have been raised by the Urban Design Peer Review Panel (UDPRP), the community and City staff. Staff will continue to work with the applicant through a subsequent Site Plan Application to ensure any past concerns related to the design of the building that may resurface are resolved in the final design.

Upper Thames River Conservation Authority – January 3, 2020 – Memo Excerpt

No objections

Urban Design Peer Review Panel – January 23, 2020 – Memo Comments and Applicant Responses

Comment: The applicant is commended for a thorough submission and thoughtful design response to the site. The panel supports the setbacks along Dundas street in keeping with the scale of the mixed-use corridor and the appearance of incremental development along Dundas Street.

Applicant Response: Noted, with thanks.

Comment: The panel is supportive of City policy directing that high-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of sky views, and are less imposing to neighbouring properties and public spaces. The proposed tower floor plate of approximately 1,250m² with horizontal plane widths of 40+ meters is more representative of a “slab” typology than the slender point tower being sought. In this regard the overall mass and scale of the proposed tower form should be reduced to align with City policy (i.e. tower floor of 1,000m²) and recognize common practices in comparable mid-size cities in southern Ontario (e.g. floor plate maximums range from 750-850m² in Kitchener, Burlington, and Hamilton).

This reconfiguration should be informed by the following additional analysis:

- A revised shadow study that clearly demonstrates the “net shadowing” effect on Dundas Street for 1-hour intervals at the equinoxes with the goal of maintaining 4-5 consecutive hours of sunlight on the opposite side of the street (except where existing conditions preclude);
- A 45-degree angular plane analysis from the north sidewalk on Dundas Street, nearby neighbourhood areas and the top of the podium component of the building;
- A tower separation analysis showing the proposed buffers around existing and proposed tower forms within the block;
- Further rationalization of the proposed building height in the context of existing and planned building heights south of the site and north of Dundas Street to determine the best transition of scale between the different conditions.

Applicant Response: The 1000m² is a guideline and not a policy for the City of London and where other municipalities have such policies or guidelines it is a note of interest.

The re-design of this building has reduced the floor plate down to 1072m² and pulled the face of the building back significantly from Dundas Street in order to realize a more slender tower and shadow effect of which a revised shadow study has been provided.

Comment: The panel recommends the applicant work with the City to ensure compatibility and integration with the planned Dundas Street streetscape improvements.

Applicant Response: Noted. We have met with City Staff to discuss proposed improvements/servicing, and will work with the City through the site plan process to coordinate site improvements with the ongoing Dundas Street Old East Village Streetscape Improvement Project, which also aligns with the Old East Village Secondary Plan.

Comment: The panel questioned the location of the vehicular access to the above grade parking along Hewitt Street and suggested it be relocated off of the internal driveway to the south to consolidate vehicular access with the neighbouring towers and enable tenant amenity spaces to be located along Hewitt Street. The result would be a more transparent and inviting streetscape as well as improving the quality of the amenity spaces themselves. If this is not possible, consider recessing the parking garage access.

Applicant Response: Based on the design of the building and highwater table, expanding the u/g parking to three levels is not possible. This secondary access to Hewitt Street can't be located within the complex or internal driveway either. LEA Consultant has provided a transportation review, which meets City of London standards. The proposed building and complex includes extra parking as discussed with Planning staff.

Access off the lane is also not achievable due to the limited dimension to achieve the proper ramp length and gradient. The entire façade on Hewitt has been revised towards a more inviting streetscape

Comment: The panel questions the proposed reduction to secure bicycle parking requirements. The provision of required bicycle parking should form a key component of the project's overall transportation demand management strategy. Similarly, the City should ensure that new multi-residential building stock contributes to the civic goals for increased cycling modeshare.

Applicant Response: The 85 bicycle spaces being proposed as part of this phase represent the same ratio as that provided within the first two phases. Based on this history, Medallion is holding this number.

Comment: Should the 'L' shaped tower component remain, the panel recommends the difference in height between the two wings be increased and materials applied in a way to visually separate them into two volumes to breakdown the massing.

Applicant Response: The entire building footprint has been reduced significantly where there is no longer the extended L shape – with the building being pulled back further from Dundas Street – therefore with the significantly reduced massing there is no requirement to break up the façade with a recess or slice vertically through the building with the use of glazing or other means.

Comment: The panel recommends further refinement of the NE corner to make the entrance more inviting and incorporate corner windows in the eastern most retail unit.

Applicant Response: The northeast corner has been re-designed to emphasize the corner position with additional windows/glazing added at the ground floor for the retail unit.

Comment: The panel recommends further refinement of the detailing on the four-storey component along Dundas Street to better reference the character of Old East Village and further integrate the fourth storey cap with the building volume.

Applicant Response: This refinement has been achieved with the cap extending out with new terrace supporting elements in order to provide a covered and recessed terrace – similar to traditional porch / terraces found in the east village.- with further refinement to the materials and placement of same.

Comment: The panel recommends further refinement of the massing and material application of the Hewitt Street façade to be more consistent with the remainder of the building, including the southeast corner entrance from Hewitt to better transition between the street and building interior.

Applicant Response: The entire façade has been redesigned and is now consistent with the Dundas Street façade allowing for a much more prominent southeast corner entrance to the building.

Comment: Further consideration on the question of colour and materiality to tie into the existing main street character as well as the previous residential towers on the block as a collection of buildings.

Applicant Response: The ground to 3rd - 4th – 5th floors on 3 sides of the building, have been clad in brick – which is the same material as the other towers to the rear – the color and the brick to be used is consistent with the main street character and specifically with the adjacent historical buildings on Dundas street to the west of the site.

Housing Development Corporation – December 18, 2020 – Memo

December 18, 2020

TO: City of London Development Services

Attention: Michael Tomazincic, Manager, Development Services, Current Planning

Sonia Wise, Senior Planner, City Planning, Planning Policy

REGARDING: Bonusing for Affordable Housing at 725-737 Dundas (and associated addresses hereafter the subject lands)
City of London Planning File: Z-9155
HDC File: 725-737 Dundas Street

Background:

Housing Development Corporation, London (HDC) was engaged to facilitate negotiation and provide a fair recommendation to the Director, City of London Development Services in response to East Village Holdings Ltd.'s (the "Proponent") Zoning By-law Amendment application requesting permission for a 24-storey, mixed-use building containing 243 residential units. The request related to the identified lands includes increased height and density ("bonusing") in exchange for the provision of affordable housing.

This letter reflects the recommendation of HDC and is provided with the general concurrence of the Proponent.

RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. **A total of nine (9) one-bedroom units and four (4) two-bedroom units, including a maximum of two (2) accessible one-bedroom and/or two-bedroom units or combination thereof, be considered for dedication to affordable rental housing in exchange for the granting of increased height and density. Subject to availability and with the concurrence of the City, some or all of these nine (9) one-bedroom units and four (4) two-bedroom units may be secured immediately by the City within existing vacancies in the adjacent developments owned and/or managed by the proponent or their associated corporate entity;**
2. **"Affordability" for the purpose of an agreement shall be defined as rent not exceeding 80% of the CMHC Average Market Rent (AMR), as defined at the time of occupancy, and where:**

- i. AMR be defined at the bedroom rate for the London Census Metropolitan Area by CMHC;
 - ii. the identified units may be, or constructed to, a more modest level but within the normal parameters of the City of London's Property Standards By-law unit sizes and attributes;
 - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance to the *Residential Tenancy Act* or any successor legislation but not to exceed 80% of the CMHC AMR; and
 - iv. The duration of the affordability period shall be set at 30 years from initial occupancy of the unit. Sitting tenants residing in the affordable rental housing units at the conclusion of the agreement shall retain security of tenure until the end of their tenancy. These rights shall not be assigned or sublet. Tenants shall not be allowed the rights to subletting.
3. The Proponent be requested to enter a Tenant Placement Agreement (TPA) with the City to align the bonus units with priority populations, where the owner retains tenant selection in accordance with the *Residential Tenancy Act*, subject to any established eligibility and compliance requirements and any associated housing programs.
 4. Subject to Council approval, the conditions be secured through an agreement, ensuring the retained value of the affordable rental housing Bonus Zone for the 30-year affordability period. In the event that there is a breach of compliance or availability of the units, any conditions within the agreement shall default and be secured on title on the subject lands.

HDC acknowledges the considerations supported by the Proponent in fair negotiation of the bonus particularly the opportunity to immediately address the City's urgent housing needs through existing vacancies and the alignment of these affordable rental units with priorities identified in the City's *Housing Stability for All Plan*.

Rationale for Affordable Housing Bonus:

The London Plan recognizes that average market rents are not available or accessible to many Londoners and that housing affordability is one of the City's principle planning challenges. The housing policies of the Plan identify affordability targets, stating that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. In pursuit of this goal, the policies of the Plan identify bonusing as a planning tool in support of the provision of affordable rental housing in planning and development proposals.

The subject lands are located on the south side of Dundas Street between Hewitt Street and Lyle Street. The lands are embedded in an older, pedestrian-oriented, commercial business district characterized by a broad mix residential and commercial land uses and a variety of built forms. The lands are in the City's Primary Transit Area, located on a major transit corridor and proximate to the City's downtown and eastern transit hubs.

The locational attributes of the site directly align with the guidelines and considerations used by HDC to advance affordable rental housing. HDC would further note that a review of housing analytics from Canada Mortgage and Housing Corporation (CMHC) indicate average apartment vacancy rates and rents that clearly demonstrate housing affordability challenges.

Conclusion:

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London, noting that London is currently ranked 5th in Canada for the highest percentage of households in "Core Housing Need" in major urban centres (CMHC, July 2018).

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

HDC will be available to the Planning and Environment Committee and to Civic Administration to further inform this recommendation or respond to any associated questions.



Sincerely,

S
Stephen Giustizia
President and CEO
c.c. Brian Turcotte, Development Manager, HDC
Isabel da Rocha, Business and Program Manager, HDC

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.b) – appropriate range and mix of uses
- 1.1.1 e) transit-oriented development
- 1.1.13 – settlement areas
- 1.7.1 d) – enhance vitality of mainstreets
- 1.7.1 e) – well-designed built form

Official Plan 1989

- 3.4. Multi-Family, High Density Residential
- 3.4.3. Scale of Development
- 4.4.1 Main Street Commercial Corridor
- 4.4.1.3. Function
- 4.4.1.1. Planning Objectives
- 4.4.1.2. Urban Design Objectives
- 4.4.1.4. Permitted Uses
- 4.4.1.7. Scale of Development
- 4.4.1.8 – promote active street life
- 4.4.1.9. Urban Design
- 4.4.1.13. Specific Main Street Commercial Corridors
- 4.4.1.13.2. Old East Village Corridor Specific Main Street Commercial Corridor policies
- 11 – Urban Design
- 19.4 Zoning
- 19.4.4 Bonus Zoning

Old East Village Dundas Street Corridor Secondary Plan (OEVDSC)

- 2.3 – pedestrian-oriented district
- 3.2 – Village Core uses
- 3.2.a) – mixed-use buildings encouraged
- 3.3.1.g) – scale of development
- 3.3.2.g) – corner buildings
- 3.3.2.h) – defined components of high-rise buildings
- 3.3.2.k) – Dundas St character
- 3.3.4 – high-rise built form policies
- 3.3.4.a) – building base
- 3.3.4.b) – stepback to middle
- 3.3.4.c) – slender towers
- 3.3.4.d) – no blank walls
- 3.3.4.e) – top portion
- 3.3.4.g) – separation between towers
- 3.4.a) – bonus zoning for increased height and density
- 3.6.1 – pedestrian supported environment
- 3.6.2.b) – cycling facilities
- 3.6.3 – rapid transit services
- 3.6.3 – transit-oriented development
- 3.6.4.b) – access to municipal lots
- 3.9.a) – housing types and styles
- 3.9.b) – bonusing facilities, services and matters
- 3.9.e) – mix of housing forms and densities

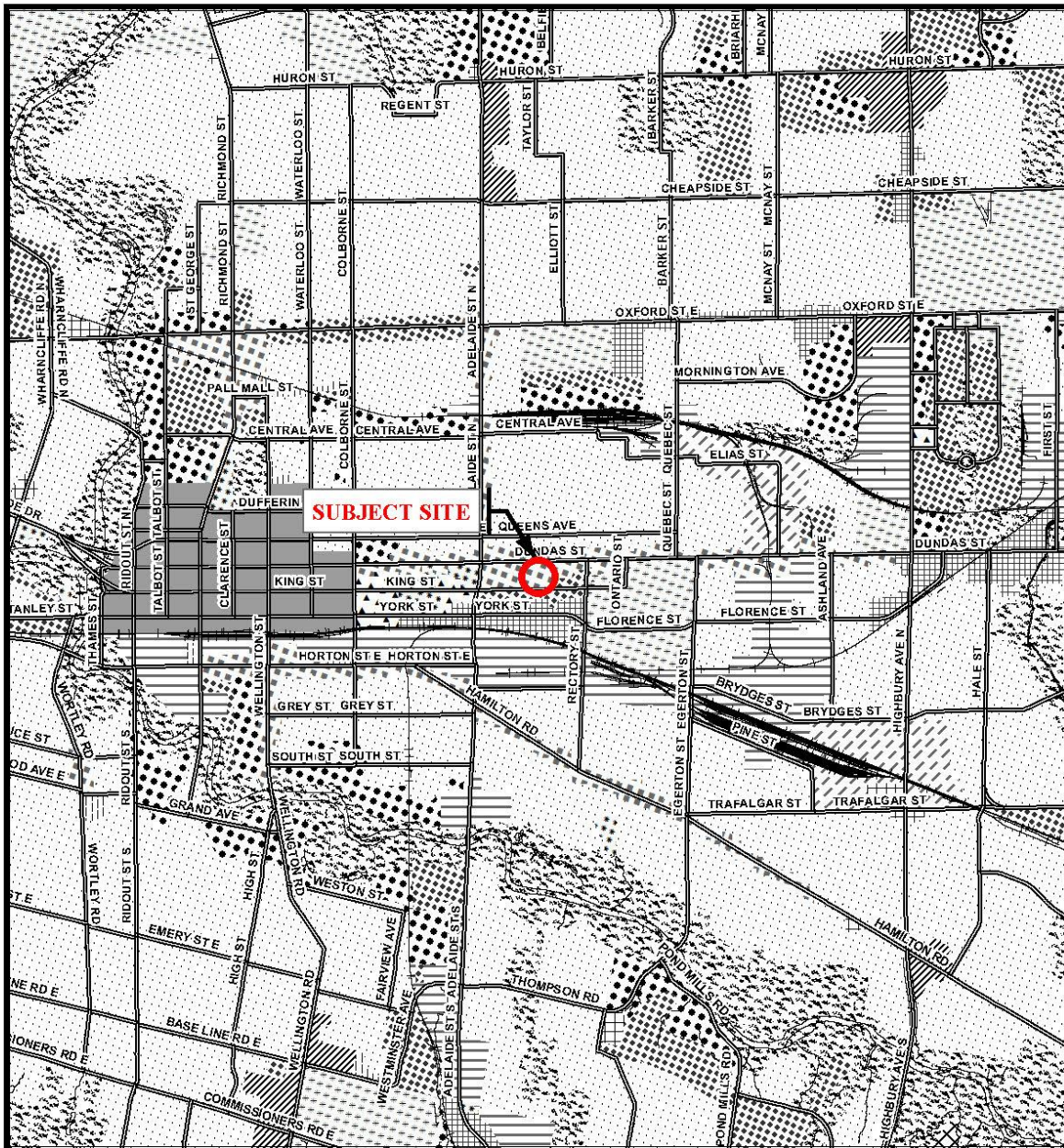
The London Plan (TLP)

- 59_3 – mixed-use compact City of London
- 91 – Built-area boundary
- 92_2 – Primary transit area
- 830.11 – variety of residential types

837.1 – rapid transit corridors range of uses
845 – historic development of OEV
848_2 – variety of architectural styles
1556 – secondary plans
1558* - secondary plan policies prevail
1645-1655* - Bonus Zoning

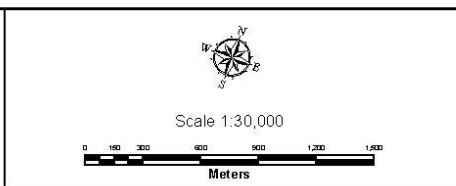
Old East Village Commercial Corridor Urban Design Manual (OEVCCUDM)

1.1 – well defined building with differentiated components
2.1.a) – new buildings within existing built line
2.3 – sympathetic to cultural heritage
3.3.2.m) – coordinate built form with existing character of Dundas



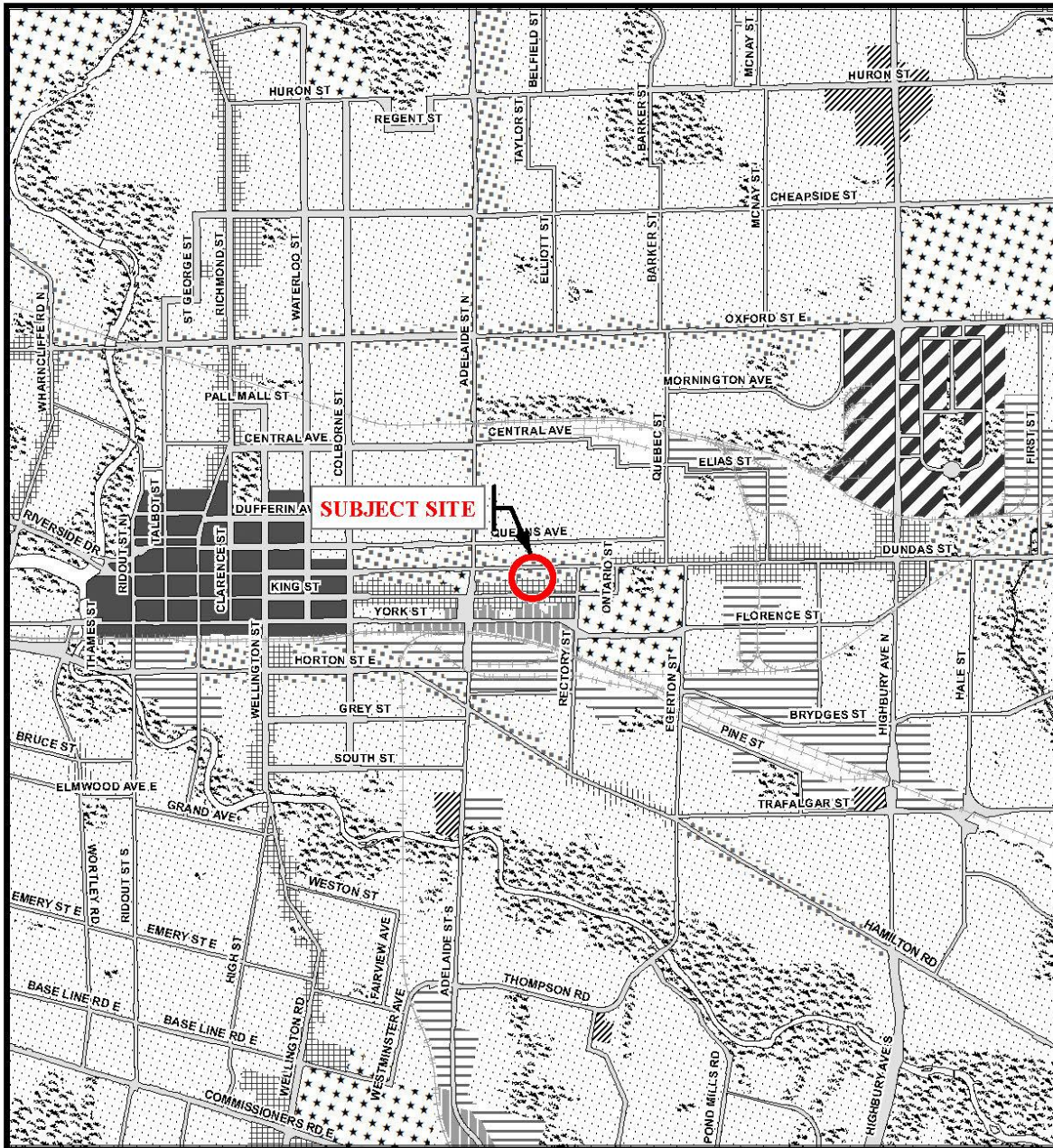
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low 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-9155
 PLANNER: SW
 TECHNICIAN: RC
 DATE: 2020/12/14

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\vmxd_templates\scheduleA_NEW_b&w_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 | |

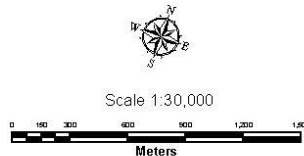
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

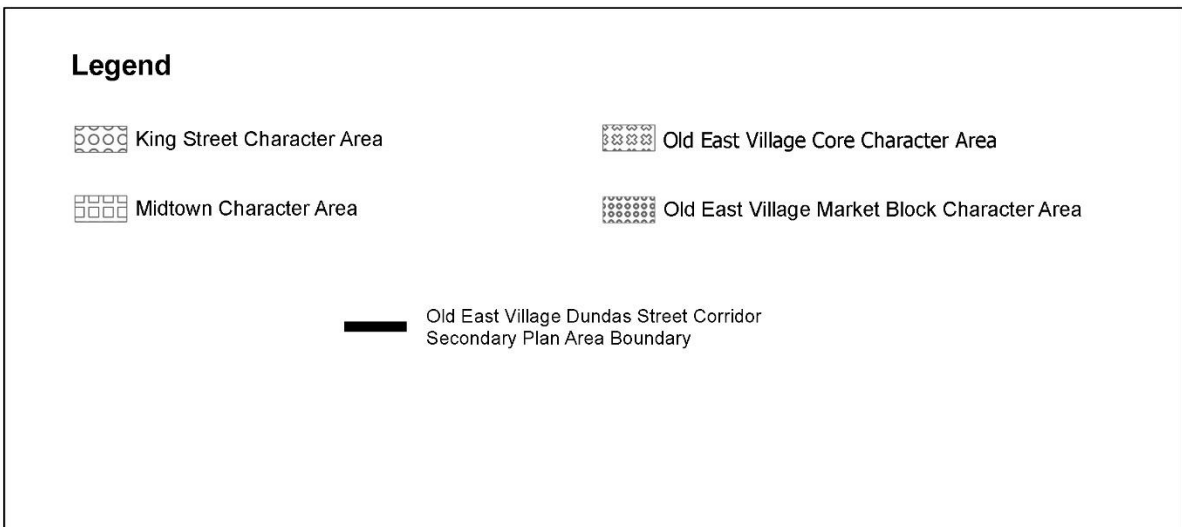
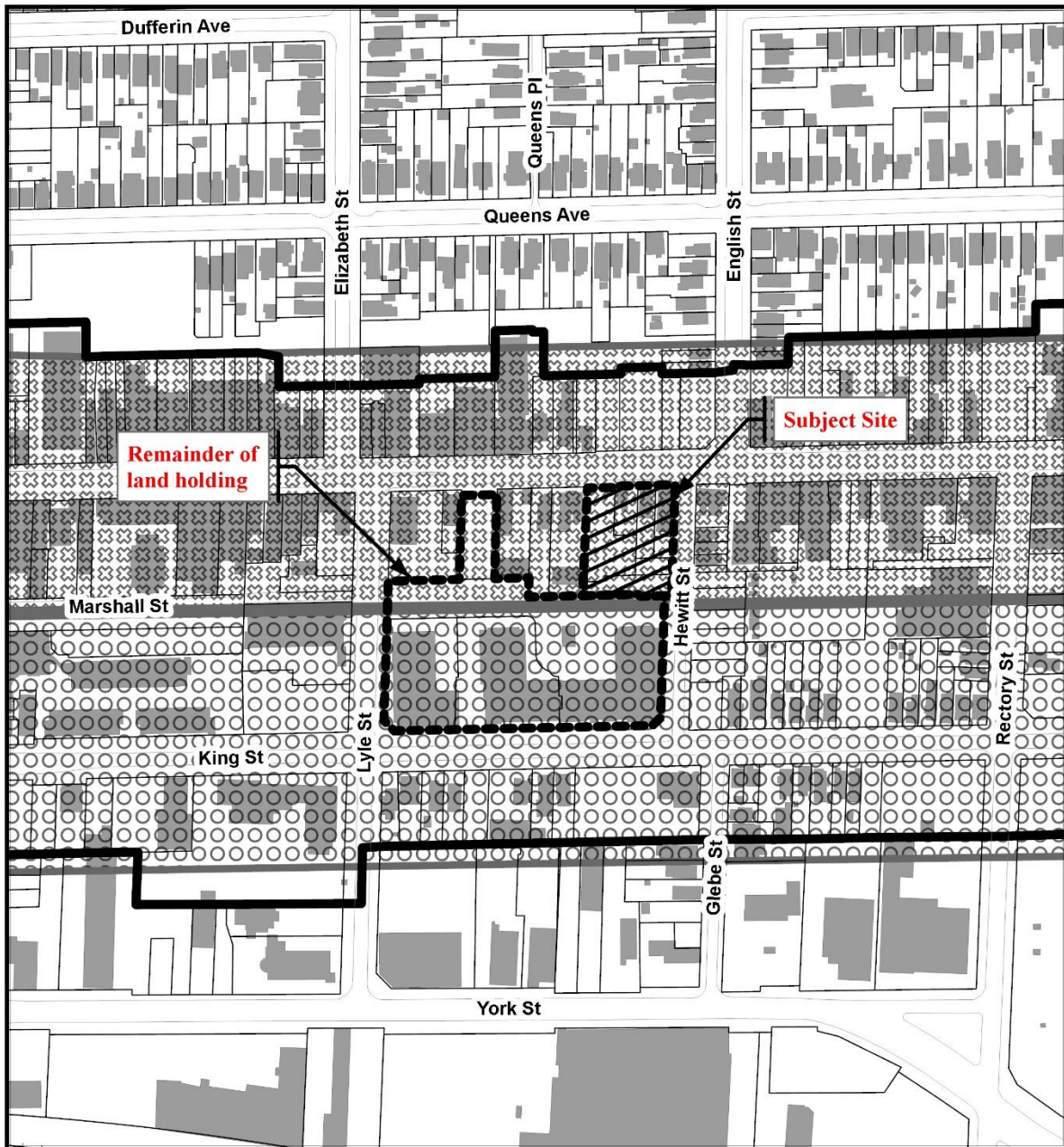
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

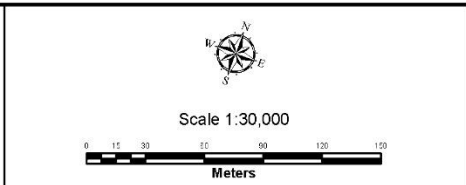


File Number: Z-9155
Planner: SW
Technician: RC
Date: December 14, 2020

Project Location: E:\Planning\Projects\p_officialplan\work\consol\00\excerpts_LondonPlan\mxd\Z-9155 - Map1-PlaceTypes.mxd

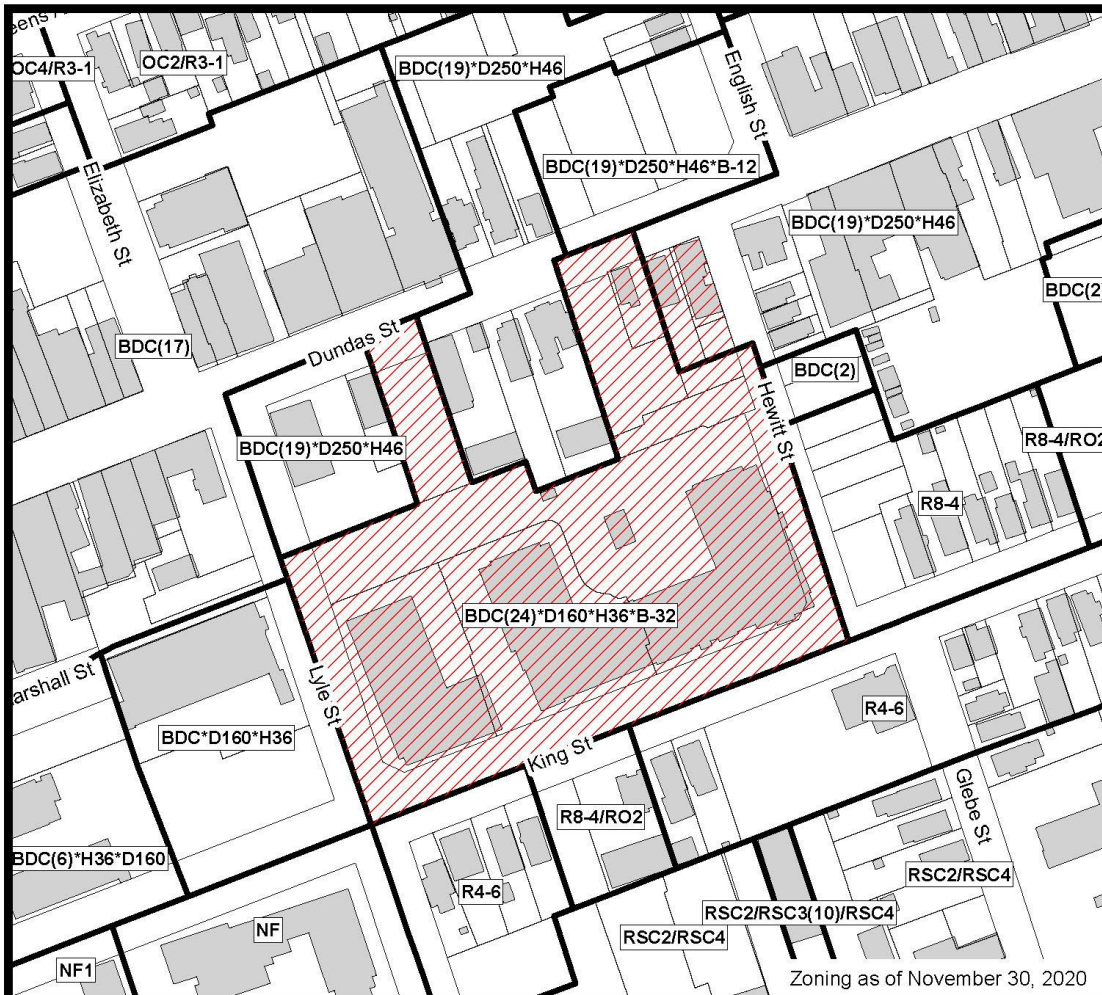


CITY OF LONDON
 Department of
 Planning and Development
 OLD EAST VILLAGE DUNDAS STREET
 CORRIDOR SECONDARY PLAN
 - CHARACTER AREAS -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9155
 PLANNER: SW
 TECHNICIAN: MB
 DATE: 2020/12/22

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\OEV_SecondaryPlanExcerpts



Zoning as of November 30, 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-9155 SW

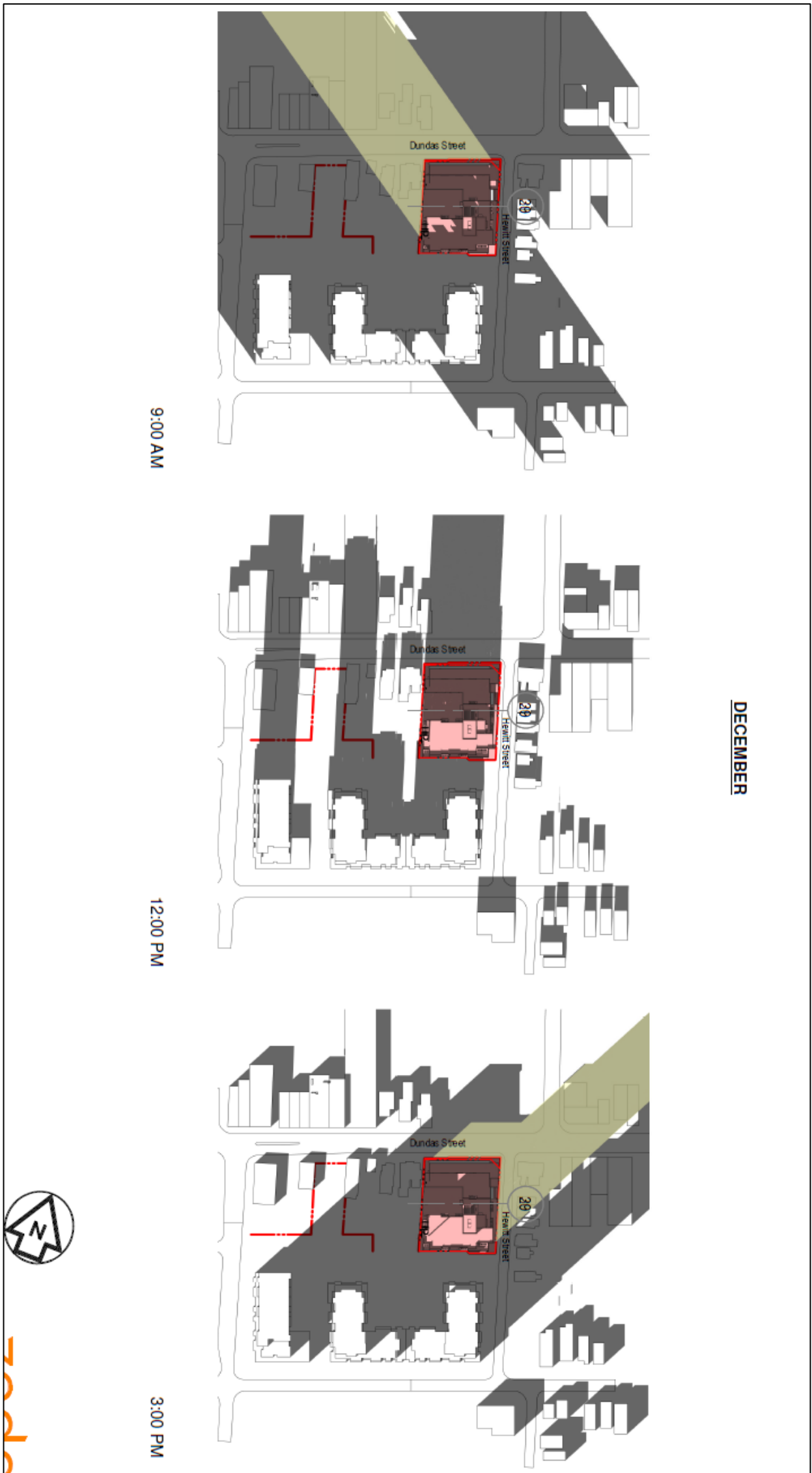
MAP PREPARED:
 2020/12/14 RC

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Appendix E – Shadow Study







Additional Reports

October 25, 2004 - OZ-6749 - Old East Village Corridor Community Improvement Area (CIP), including Official Plan and Zoning By-law Amendments.

April 7, 2008 - O-7500 - Expansion of the Old East Village Corridor Community Improvement Plan.

June 16, 2008 - Z-7519 – Planning and Environment Committee –Phase 1 development

May 19, 2015 – Z-853 – Planning and Environment Committee – Phase 2 development (Lyle tower)

Hello,

My name is Cameron. I am sending you this email to you as I am strongly opposed to the application for East Village Holdings Ltd. I currently live next to the proposed building and I want be vary clear why.

My first point is based on the state of buildings next to this proposal location. at 700 King and 400 Lyle there are huge pest issues this will only be exasperated by construction and added residents. there are currently infestations of pigeons and multiple types of cockroaches.

Secondly there is no control over the garbage, I do not see adding more demand on the garbage pick up in this area, as it is already not managed. all garbage is left out, not locked and this makes it easier for homeless and pests to access, this is an ongoing issues for everyone on this block.

This third point is with regards to the security, it also is a issue. every night while I brush my teeth I look out my window down at parking lot , garbage bins and recycling bins. every night, even with 2 guards 24-7 I see somone checking car doors, somone rooting through recycling and garbage and many times I have witnessed fires being started around this area. on that point feel free to call the fire department for yourselves. there is simply not enough camera's, gates, fencing and guards to make me or my family feel safe and I do not believe adding more unsecured buildings would help.

Forth point is, if this property is to be managed by medallion corp I can see this block becoming more of a slum and ignored by the city. this corporation is only here for money they do not care for there staff,clients and city. all you need to do is take a walk through the 3 existing buildings next too and around this proposal.

I hope you can see and understand my opposition to the proposed building. it is also worth mentioning that if there comes a day where the people living here are happy and healthy. I do think more housing is important and needed but not here, there are too many existing issues that have never been resolved from the building of 700 king and 400 Lyle.

if you have any questions feel free to contact me anytime.

thanks,

Cameron BakerBriden



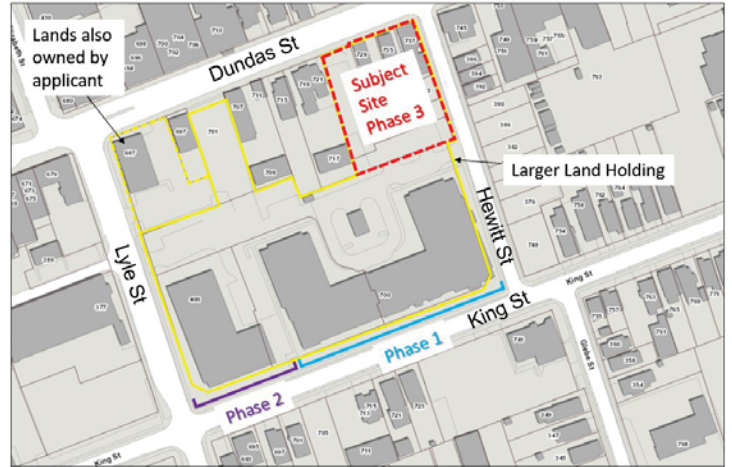
Z-9155: 725-737 Dundas St, 393 Hewitt St



Planning and Environment Committee
January 18, 2021



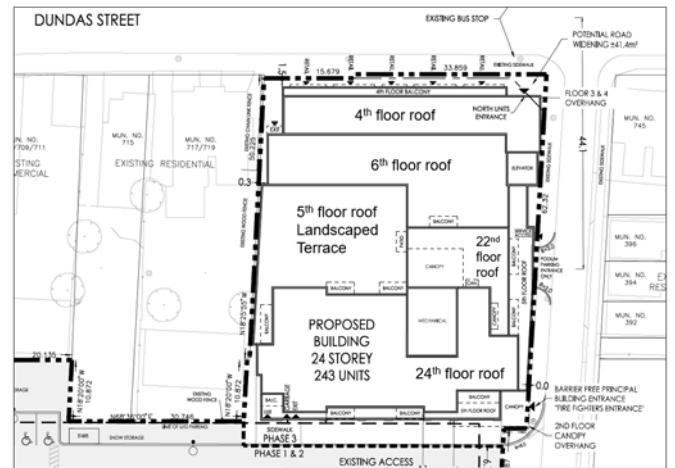
Slide 1 – Subject Site



Slide 2 – Proposed Development



Slide 3 – Site Plan



Slide 4 – Comparison

Proposed (Revised) Building Design

Initial (Superseded) Building Design



Slide 5 – North Façade





Slide 6 – Dundas Ground Floor



Slide 7 – Corner View of Dundas Street and Hewitt Street



Slide 8 – Hewitt Street Façade



Slide 9 – Internal Lane and Hewitt Street View





**HAMILTON
ROADBIA**

December 15th 2020

To: Chair and Members, Planning and Environment Committee
Subject: Request for Amendment to our Hamilton Road BIA By Laws

Dear Sir/Madams:

Our Board of Management has reviewed the Hamilton Road BIA's By Law and kindly request that the suggested amendments be added to the Planning and Environment Committee Agenda.

1. Board Composition

Current:

4.1 The Board of Management shall consist of twelve (12) directors.

To: The Board of Management shall consist of a flexible amount of six to twelve (6 to 12) directors.

Rationale:

Since the spring of 2020, Hamilton Road BIA members experienced unprecedented challenges in the global pandemic. With this current situation, the Hamilton Road BIA Board of Management incurred two Director vacancies. It has become a difficult task for staff and the remaining Directors to fill in the vacancies with BIA members. A flexible amount of Board members will allow us to continue operating the organization sufficiently and in addition, fill in vacancies as BIA members become interested and able to commit.

Thank you in advance for consideration. Please let us know if you have any questions.

Permission is granted for all communication to be made public, including postings to the PEC Agenda and as well as City of London website(s).

Rick Pinheiro
Chairman Hamilton Road Business Improvement Area
596B Hamilton Road
London, Ontario
N5Z 1S6